



College Station, TX

Meeting Agenda

Bicycle, Pedestrian, and Greenways Advisory Board
1101 Texas Avenue, College Station, TX 77840

Internet: www.microsoft.com/microsoft-teams/join-a-meeting

Meeting ID: 269 753 645 57 | Passcode: QfdsL9

Phone: +1 979-431-4880 | Phone Conference: 917 612 881#

The City Council may or may not attend this meeting.

May 20, 2024

3:30 PM

Heart of Aggieland Room

Notice is hereby given that a quorum of the meeting body will be present in the physical location stated above where citizens may also attend in order to view a member(s) participating by videoconference call as allowed by 551.127, Texas Government Code. The City uses a third party vendor to host the virtual portion of the meeting; if virtual access is unavailable, meeting access and participation will be in-person only.

1. Call meeting to order and consider absence requests.

2. Hear Visitors.

At this time, the Chairperson will open the floor to citizens wishing to address issues not already scheduled on today's agenda. Each citizen's presentation will be limited to three minutes in order to allow adequate time for the completion of the agenda items. Comments will be received and city staff may be asked to look into the matter, or the matter may be placed on a future agenda for discussion. A recording may be made of the meeting; please give your name and address for the record.

3. Agenda Items

3.1. Consideration, discussion, and possible action to approve meeting minutes.

Attachments: 1. April 1, 2024

3.2. Presentation, discussion, and possible action regarding an audit of the Bicycle, Pedestrian, and Greenways Master Plan.

Attachments: 1. Bicycle, Pedestrian, Greenways Master Plan Audit

3.3. Presentation, discussion, and possible action regarding an overview of leading pedestrian intervals at signalized intersections.

3.4. Presentation, discussion, and possible action regarding a debrief of the 2024 Cycle with Council event.

3.5. Presentation, discussion, and possible action regarding the finalized priority rankings of the unfunded stand-alone bicycle and pedestrian projects.

Attachments:

1. Sidewalks Priorities Map - Feb 2024
2. Sidewalks Priorities List - Feb 2024
3. Shared Use Paths - Along Street Priorities Map - Feb 2024
4. Shared Use Paths - Along Street Priorities List - Feb 2024
5. Shared Use Paths - Off-Street Priorities Map - Feb 2024
6. Shared Use Paths - Off-Street Priorities List - Feb 2024
7. Bicycle Facilities Priorities Map - Feb 2024
8. Bicycle Facilities Priorities List - Feb 2024

9. Bicycle Routes Priorities Map - Feb 2024

10. Bicycle Routes Priorities List - Feb 2024

3.6. Presentation and discussion regarding the following items related to biking, walking, and greenways:

- a. Public Meetings of Interest
- b. Capital and Private Project Updates

3.7. Presentation, discussion, and possible action regarding the Bicycle, Pedestrian, and Greenways Advisory Board calendar of upcoming meetings.

- a. June 10, 2024 ~ Bicycle, Pedestrian and Greenways Advisory Board Meeting at 3:30 p.m. in the Bush 4141 Community Room
- b. July Meeting - To Be Determined

4. Discussion and possible action on future agenda items.

A member may inquire about a subject for which notice has not been given. A statement of specific factual information or the recitation of existing policy may be given. Any deliberation shall be limited to a proposal to place the subject on an agenda for a subsequent meeting.

5. Adjourn.

Adjournment into Executive Session may occur in order to consider any item listed on the agenda if a matter is raised that is appropriate for Executive Session discussion.

I certify that the above Notice of Meeting was posted on the website and at College Station City Hall, 1101 Texas Avenue, College Station, Texas, on May 17, 2024 at 3:15 p.m.



City Secretary

This building is wheelchair accessible. Persons with disabilities who plan to attend this meeting and who may need accommodations, auxiliary aids, or services such as interpreters, readers, or large print are asked to contact the City Secretary's Office at (979) 764-3541, TDD at 1-800-735-2989, or email adaassistance@cstx.gov at least two business days prior to the meeting so that appropriate arrangements can be made. If the City does not receive notification at least two business days prior to the meeting, the City will make a reasonable attempt to provide the necessary accommodations.

Penal Code § 30.07. Trespass by License Holder with an Openly Carried Handgun.

"Pursuant to Section 30.07, Penal Code (Trespass by License Holder with an Openly Carried Handgun) A Person Licensed under Subchapter H, Chapter 411, Government Code (Handgun Licensing Law), may not enter this Property with a Handgun that is Carried Openly."

Codigo Penal § 30.07. Traspasar Portando Armas de Mano al Aire Libre con Licencia.

“Conforme a la Sección 30.07 del código penal (traspasar portando armas de mano al aire libre con licencia), personas con licencia bajo del Sub-Capítulo H, Capítulo 411, Código de Gobierno (Ley de licencias de arma de mano), no deben entrar a esta propiedad portando arma de mano al aire libre.”



MINUTES
BICYCLE, PEDESTRIAN, AND GREENWAYS
ADVISORY BOARD MEETING
April 1, 2024

MEMBERS PRESENT: Chairperson Elizabeth Cunha, Board Members Dennis Jansen, Kathy Langlotz, Joy Chmelar, Jake Madewell, and Neo Jang

MEMBERS ABSENT: Board Member Brad Brimley

STAFF PRESENT: Director of Planning & Development Services Michael Ostrowski, Transportation Planning Coordinator Jason Schubert, Transportation & Mobility Graduate Engineer II Katherine Beaman-Jamael, Transportation & Mobility Staff Planner Carl Ahrens, Transportation & Mobility Intern Preston Loper, Graduate Traffic Engineer II DeAnna Ordonez, and Staff Assistant II Grecia Fuentes

AGENDA ITEM NO. 1: Call to Order and consider absence requests.

Chairperson Cunha called the meeting to order at 3:30 p.m.

There were no absence requests for consideration.

AGENDA ITEM NO. 2: Hear Visitors.

There were no visitors who wished to speak.

AGENDA ITEM NO. 3: Agenda Items.

AGENDA ITEM NO. 3.1: Consideration, discussion, and possible action to approve meeting minutes.

Board Member Jang motioned to approve the meeting minutes from February, Board Member Langlotz seconded the motion, minutes were approved 6-0.

AGENDA ITEM NO. 3.2: Presentation, discussion, and possible action regarding the draft update to the College Station Bike Map & Guide.

Staff Planner Ahrens mentioned there was a high demand for copies of the bike map from various city departments that were already requesting 500 to 1,000 copies.

The Board discussed what information on the bike map was necessary to have displayed for the public and other information not needed.

Chairperson Cunha recommended not to include the registration fees for Texas A&M Transportation services on the map to avoid reprinting maps in that situation where their rates may change in the future. She also suggested taking out the last box displayed on the Tips for On-Street Bicycling section that states “Never ride against traffic” to include or specify “on roads” because they can do so on shared-use paths according to the Texas Department of Transportation (TxDOT).

Board Member Langlotz suggested it would be best to leave the City’s Road Maintenance contact information out and instead provide the See Click Fix information to report road maintenance issues.

Board Member Chmelar asked if this map would be handed out to schools to help parents be informed of all the local bike routes.

Mobility Engineer Beaman-Jamael mentioned that staff had discussed scaling it for new student orientation for Texas A&M, but printing costs were kind of an issue. She said staff would need to discuss that further.

Board Member Chmelar asked if this could be available perhaps in a mobile application instead of printed copies.

Staff Planner Ahrens stated that the bike map would be available on the City of College Station’s website.

Board Member Madewell expressed appreciation for the Veo geofence being added to the map and noted some capitalization needed to be changed.

Board Member Jang asked if the upcoming Jones Butler Road extension could be shown on the map.

Coordinator Schubert responded that the bike map is for existing infrastructure and additional areas would be shown as they are constructed.

Board Member Jansen asked if there was a reason Harvey Mitchell Parkway between State Highway 6 and Dartmouth Street was removed as a bike route.

Staff Planner Ahrens stated staff would double check that and change if needed.

Traffic Engineer Ordonez asked if there could also be some roads that were wide enough to be considered bike routes that were not listed on the bike map.

Mobility Engineer Beaman-Jamael clarified that many local streets would meet the criteria for that, but it would be unnecessary to designate them. She said that a bike route was a facility where drivers and bicyclist are encouraged to share the same space. She stated that those roads were typically going to be the slower traffic roads and there would be some redundancy to mark every street that was eligible for that.

Staff Planner Ahrens commented that a lot of the residential streets are used by cyclist and are wide enough, but they are not designated as a bike route. He said that in the future they would keep looking at identifying new routes that would help connect people from a bike lane to a shared-use path to facilitate their routes.

Chairperson Cunha asked the Board if the map was communicating the point that a bicycles are allowed on any street.

Board Member Chmelar said maybe for people that live here, but not for visitors trying to figure out how to get somewhere.

Chairperson Cunha said that as the city gets more and more shared-use paths they will be crowded with pedestrians as well. She added that she would like something for cyclists stating that bicycles are allowed to ride on any street.

Staff Planner Ahrens stated the identified edits would be made and the revised maps printed.

AGENDA ITEM NO. 3.3: Presentation, discussion, and possible action regarding the development of activities for National Bike Month in May 2024 including the Cycle with Council event.

Staff Planner Ahrens reviewed the Cycle with Council event information with the Board. He said that the QR code will be posted on the City's Website. He mentioned that staff had printed 300 flyers and 50 posters. Aggieland Cycling and Garver Engineering are signing up to be sponsors for the event. Aggieland Cycling will be providing portable bike racks. He also added that he had reached out to the College Station Tourism and Entertainment Policing to volunteer and participate in the event (CSTEP).

Chairperson Cunha said that she would make signs for the event.

Board Member Jang confirmed the event will start at 8:00am

Staff Planner Ahrens said he would try to get the drone once again.

AGENDA ITEM NO. 3.4: Presentation and discussion regarding the following items related to biking, walking, and greenways:

- a) **Public Meetings of Interest –**

1. 40th Annual Texas MS 150 on April 27th through 28th
2. May's National Bike Month Proclamation on April 25th

b) Capital and Private Project Updates –

1. George Bush separated bike lane project is still under design
2. Foster Avenue sidewalk connection under design
3. Bicycle Friendly Community signs have been posted around the City
4. Bicycle Friendly Business being sought for City Hall
5. MPO has published a call for projects for the Metropolitan Transportation Plan

AGENDA ITEM NO. 3.5: Presentation, discussion, and possible action regarding the Bicycle, Pedestrian, and Greenways Advisory Board calendar of upcoming meetings.

- a) June 10, 2024 ~ Bicycle, Pedestrian and Greenways Advisory Board Meeting at 3:30 p.m. in the Bush 4141 Community Room.
- b) July To Be Determined ~ Bicycle, Pedestrian and Greenways Advisory Board Meeting

AGENDA ITEM NO. 4: Discussion and possible action on future agenda items.

A Bicycle, Pedestrian, and Greenways Advisory Board Member may inquire about a subject for which notice has not been given. A statement of specific factual information or the recitation of existing policy may be given. Any deliberation shall be limited to a proposal to place the subject on an agenda for a subsequent meeting.

There were no suggestions for future Agenda items.

AGENDA ITEM NO. 5: Adjourn

The meeting adjourned at 4:29 p.m.

APPROVED:

ATTEST:

Elizabeth Cunha, Chairperson

Grecia Fuentes, Board Secretary

May 20, 2024

Item No. 3.2.

Bicycle, Pedestrian, and Greenways Master Plan Audit

Sponsor: Jason Schubert

Reviewed By CBC: Bicycle, Pedestrian, & Greenways Advisory Board

Agenda Caption: Presentation, discussion, and possible action regarding an audit of the Bicycle, Pedestrian, and Greenways Master Plan.

Relationship to Strategic Goals:

Good Governance, Improving Mobility, Sustainable City

Recommendation(s): Staff recommends the Board receive the presentation and provide feedback.

Summary: This item is an overview and discussion of the audit City staff performed for the Bicycle, Pedestrian, and Greenways Master Plan. The Board received a presentation of the initial draft audit at the October 2023 meeting and staff will present a summary of the finalized audit document.

The Master Plan was initially adopted in 2010 to help achieve the City's multi-modal transportation, connectivity, recreation, healthy living, and environmental protection goals in a comprehensive manner. It was updated in 2018 and has been revised with updates to the City's Comprehensive Plan and Thoroughfare Plan in 2017 and 2021 as well as other amendments related to the adoption of small area plans, initiatives, and major projects.

The City identified the need to audit adopted plans through discussions with community and stakeholder input during the 10-year Comprehensive Plan evaluation in 2021. The purpose of plan audits is to review plans beyond or nearing their planning horizons, to assess what was achieved relative to each plan's recommendations, what was not achieved, and why, and whether further planning efforts are warranted for the planning area.

The Master Plan was originally developed with an intended horizon year of 2020, though many of the plan elements are on-going items for long-term implementation. The audit provides a summary of the progress of the Master Plan's implementation tasks, highlights its accomplishments thus far, and identifies challenges that have occurred with implementation. The audit's final recommendation is to develop a new city-wide Bicycle, Pedestrian, and Greenways Master Plan as several of the Master Plan's implementation tasks are dated, and many policy recommendations do not account for changing demographics, funding, or mobility trends and current best practices.

Budget & Financial Summary: N/A

Attachments:

1. Bicycle, Pedestrian, Greenways Master Plan Audit



CITY OF COLLEGE STATION
Home of Texas A&M University®

BICYCLE, PEDESTRIAN, & GREENWAYS MASTER PLAN AUDIT

MAY 2024

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IMPLEMENTATION TASKS UPDATES;
FACILITIES SUMMARY; IMPLEMENTATION
TIMELINE; ANNUAL REVIEW NOTES





EXECUTIVE SUMMARY

The City of College Station is committed to planning, programming, and environmental protection that provides opportunities to walk and bike for transportation, outdoor recreation, and healthy living. Building upon the recommendations and policies outlined in the city's Comprehensive Plan, the Bicycle, Pedestrian, and Greenways Master Plan (Plan) is a long-range guide specific to expanding and enhancing the city's bicycle, pedestrian, and greenways system. The Plan was established in 2010 and has been revised in conjunction with updates to the city's Comprehensive Plan, small area plans, other plans and studies, and projects.

The Plan has surpassed its initial planning horizon year (2020), so an audit of the Plan is warranted. Documenting how the Plan has progressed, evolved, and waned helps the city proactively prepare for its future bicycle, pedestrian, and greenway needs and efforts. As such, this audit serves a dual purpose: an evaluation of the Plan's overall progress, and a discussion of the Plan's next steps. It is critical to assess where the city's infrastructure and priorities are now, and why, versus where they were when the Plan was first adopted to best prepare for the city's future.

The Plan's overall progress was assessed by reviewing projects, policies, programs, plans/studies, funding, and other work that contributed to the completion of each implementation task in the Plan. Since the Plan's adoption, approximately 21% of the 39 implementation tasks are complete, 56% are ongoing, 15% are incomplete, and 8% are no longer being pursued. Additionally, over 38 miles of bicycle facilities and 70 miles of sidewalks have been added to the city's transportation network, and over 135 acres of additional greenways have been acquired. The Implementation Tasks Updates and Facilities Summary are expanded in the [Appendix](#).

For the Plan's future, it is recommended to develop a new Plan. Several of the Plan's implementation tasks are dated or no longer relevant; many of the policy recommendations do not account for current demographics, funding, or mobility trends (electric/motorized mobility devices, shared-/micro-mobility, transit) in the city; contemporary best management practices are not reflected; restructuring within the city has altered responsibility within the plan; and tracking the Plan's progress has been inconsistent. Thus, an overhaul of the existing Plan is proposed.





BPG MASTER PLAN OVERVIEW

The Bicycle, Pedestrian, and Greenways Master Plan was adopted on January 28, 2010. The Plan combines the city's previous Sidewalks Master Plan (1994), Greenways Master Plan (1999), and Bikeway and Pedestrian Master Plan (2002) to achieve multi-modal transportation, connectivity, recreation, healthy living, and environmental protection in a comprehensive manner.

THIS PLAN INCLUDES THE FOLLOWING MAJOR SECTIONS:

- **Introduction** – Presents an explanation of the planning purpose, development, history, and progress made since the adoption of previous plans.
- **Existing Conditions** – Provides an overview of the City of College Station, describes natural and manmade features, and describes the existing bicycle, pedestrian, and greenways system.
- **Needs Assessment** – Provides an overview of the benefits of the system, identifies types of users and their preferences, evaluates existing data on use and safety, and summarizes needs and preferences expressed through the citizen engagement process and other planning efforts.

- **Goals and Strategies** – Presents the goals and strategies of the Plan.
- **System Development** – Proposes the addition of bicycle and pedestrian facilities and greenways needed for the future. This section also includes policy statements.
- **System Management** – Provides recommendations on how to manage the system including operations, land stewardship, programs, maintenance, and safety. This section also includes policy statements.
- **Implementation** – Outlines implementation methods, identifies funding sources and planning level costs, and prioritizes projects.
- **Appendices** – Provides additional information related to the planning process and information that supports the bicycle, pedestrian, and greenways system. It also includes Design Considerations that will help update referenced standards for designing and constructing facilities.

The Plan's goals were formed from the results of the bicycle, pedestrian, and greenways needs assessment (Chapter 3); citizen engagement (community meetings, focus group meetings, and an online survey); and the goals and strategies outlined in the city's 2009 Comprehensive Plan. Goals set the direction for the Plan's intended outcomes, and strategies provide a framework for accomplishing those goals.

THERE ARE FOUR PRIMARY GOALS IN THE PLAN, WHICH ARE EACH OF EQUAL IMPORTANCE:

Goal 1: Improve Connectivity and Accessibility

A comprehensive system of bicycle, pedestrian, and greenway facilities that increases and improves connectivity for accessibility and mobility while accommodating all types of users. A continuous network for transportation and/or recreation that allows users to reach key destinations such as neighborhoods, parks, schools, the workplace, and shopping centers.

Goal 2: Increase Safety

A bicycle pedestrian, and greenway system and surrounding environment that is safe and secure for bicyclists and pedestrians to enjoy.

Goal 3: Increase Bicycling and Walking Outdoors

A bicycling and walking culture that motivates more people to utilize the system for its health, transportation, recreation, environmental, economic, and social benefits while reducing dependence on the automobile.

Goal 4: Encourage Environmental Stewardship

A network of open space and stream corridors including floodplain and riparian areas that is protected and restored to enhance the integrity of the natural environment and provide access for multi-use paths. As well as a reduction in man-made impacts of stream corridors to improve water quality and support wildlife and plant habitat through floodplain and storm water management.



THERE ARE 12 STRATEGIES IN THE PLAN, ORGANIZED INTO THE PLAN'S FINAL CHAPTERS:

System Development - Physical Improvements (Chapter 5)

- Determine the most effective, convenient, and safe locations for bicycle, pedestrian and greenway facilities that establish a connected and accessible network and close existing gaps.
- Identify greenway corridors to be protected and restored for future enjoyment.
- Develop a set of design recommendations that address bicycle, pedestrian, and greenway facilities to be used in updating the City of College Station Unified Development Ordinance (UDO), Bryan/College Station Unified Design Manual, etc.

SYSTEM MANAGEMENT (CHAPTER 6)

- Administrative Structure
 - Determine and establish roles and responsibilities of city departments and staff to successfully manage the system.
- Safety Practices
 - Increase safety as well as identify policies and procedures that will reduce risk and liability.
- Land Stewardship
 - Develop and implement a land acquisition and management plan and program for greenways protection and trail development.
 - Evaluate greenway corridors to determine the level of resource protection and potential for trail development.
- Programs
 - Develop and implement community outreach programs that enhance public awareness, use of facilities, and safety through education, encouragement, and enforcement of the system.
- Maintenance
 - Ensure the city's facilities and properties are well maintained, function properly, and are safe for all users.

IMPLEMENTATION (CHAPTER 7)

- Identify steps to achieve the Plan's goals over the next 10 years.
- Determine mechanisms for funding, prioritizing, and implementing the bicycle, pedestrian and greenway system.
- Identify inter-agency coordination and public-private partnerships that will support the development of the system.

The Plan has been updated alongside the city's Comprehensive Plan since 2009 (updated in 2017 and 2021) and amended with various other plans, initiatives, and major projects. The efforts include the following:

- Central College Station Neighborhood Plan (2010-2017)*
 - Eastgate Neighborhood Plan (2011-2018)*
 - Southside Area Neighborhood Plan (2012-2019)*
 - Medical District Master Plan (2012)
 - South Knoll Area Plan (2013-2020)*
 - Wellborn Community Plan (2013-2023)*
 - Thoroughfare Plan Update (2017)
 - Comprehensive Plan Update (2021)
 - Wellborn District Plan (2023-2033)
 - Northeast Gateway Redevelopment Plan (2023-2033)
- *Indicates the plan has been officially retired.*

The original BPG Master Plan and subsequent updates established within other plans guide the overall development, management, and implementation of an effective and safe bicycle, pedestrian, and greenways system in the city as change and growth occurs.





AUDIT PURPOSE

Plans are created to be implemented. Changes in staff, funding, laws, and priorities can affect a plan's implementation, so it is important to track and verify a plan's progress. An audit does just that through compiling information about and assessing the status of the plan's various goals, strategies, and action items. The metrics produced from the audit gauge the plan's overall successes and deficiencies and prompt questions about its future. Is the content still relevant? Are responsible parties still involved? Are status updates documented? Is an update needed?

The city specifically identified the need for plan audits through discussions with community and stakeholder input during the 10-year Comprehensive Plan evaluation. That report, called *The Next 10*, included a strategic action to "evaluate relevancy of neighborhood and small area plans that are beyond their planning horizon [and] develop a process to either retire or update plans." The BPG Master Plan, though a citywide plan, is due for an audit since it has surpassed its original horizon year and has only received updates to the bicycle and pedestrian facility maps (Chapter 5: System Development).



IMPLEMENTATION HIGHLIGHTS

Successful plan implementation requires various methods to progress from an idea into established programs and constructed facilities. The BPGMP's implementation methods include the following phases:

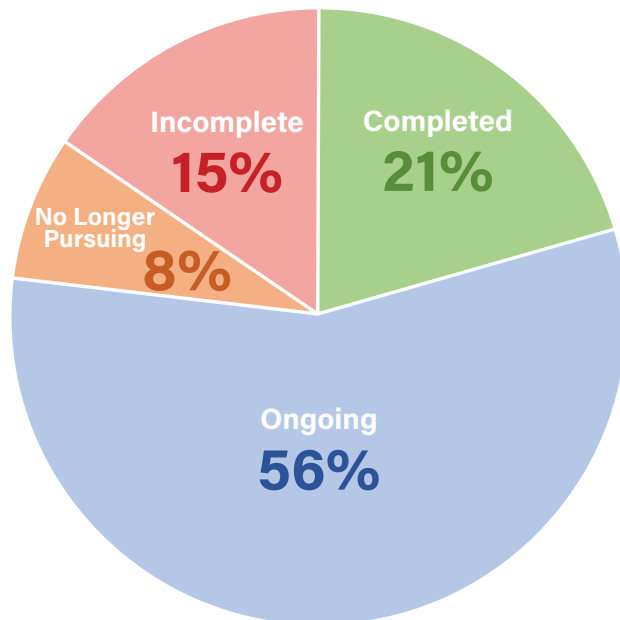
1. Policy, Regulations, and Standards;
2. Plans and Studies;
3. Partnerships;
4. Funding; and
5. Facility Development and Management.

The BPG Master Plan's Implementation chapter lists a total of 39 implementation tasks.

Of the 39 implementation tasks, 8 were completed, 22 are ongoing, 6 are incomplete, and 3 are no longer being pursued.

HIGHLIGHTS FROM THE PLAN'S IMPLEMENTATION INCLUDE:

- Formation of Bicycle, Pedestrian, and Greenways Advisory Board
- Creation of Adopt-a-Greenway Program
- Bicycle Friendly Community designation (Bronze) from the League of American Bicyclists
- Establishment of Natural Areas Protected (NAP) zoning district
- Completion of Lick Creek Greenway Trail
- Installation of buffered bike lanes in the city
- Introduction of a shared micromobility program and partnership with Texas A&M
- Additional staff with a focus on transportation and mobility



Many of the implementation tasks are broad, which can be a benefit and a drawback. One benefit is flexibility. As changes occur to the city's priorities, staff, and funding, implementation tasks that are broad may be adapted to fit the city's current capabilities. However, the drawback of broad implementation tasks is that gauging the completion of such tasks is difficult and subjective.

BY THE NUMBERS

It was identified that the cumulative mileage for existing and planned bike routes and bike lanes and the amount of greenway acreage have decreased since the Plan was adopted in 2010. For bike facilities, some of the existing bike routes have or are planned to become bike lanes and some existing bike lanes have or are planned to become shared use paths. This change in facility type is a result of best practices and public input desiring greater separation between bicyclists and vehicles. For greenway acreage, the city owned had approximately 653 acres of greenway property in 2015 but that amount has been reduced in subsequent years down to 118 acres. The reduction in the amount of greenway acreage is the result of large areas of greenway adjacent to an existing city park being converted into parkland in 2020. The properties are still owned by the city but classified as parkland instead.





CHALLENGES & RECOMMENDATIONS

Several challenges were identified in the implementation of the Bicycle, Pedestrian, and Greenways Master Plan. The main challenges since 2010 have been limited staff and funding resources though those have diminished in recent years. Through 2022, there were two full-time staff members in Planning and Development Services performing transportation planning duties with only one responsible for the Plan's implementation. Other staff have assisted in a limited capacity. Department staff has since been restructured to form a Transportation & Mobility division, coupled with funding in FY23 for a new position has resulted in four full-time staff responsible for transportation planning for the city, including implementation of Plan-related projects and programs.

For funding, there has been intermittent funding for stand-alone bicycle or pedestrian improvement projects that implement the Plan. Most of the planned projects fill critical gaps in the bicycle and pedestrian network located mostly in the core of the city. More consistent funding has been allocated for larger street capital projects generally near the periphery of the city that have reconstructed rural section roadways and added bicycle and pedestrian infrastructure on street corridors where it had not existed previously. The establishment of fee-in-lieu of construction for sidewalks triggered by private development has created an additional fund to be put towards improvement projects though these funds are limited and typically do not cover the full cost of project development, design, and construction. The primary approach for funding and implementation has been to submit budget requests, seek additional funds through grant applications, and bundle projects that implement bicycle, pedestrian, and greenways improvements.

During the Plan's implementation, the city has continued to experience rapid population growth and development pressure. This has continued to create competing priorities for the limited infrastructure and staffing resources available. The COVID-19 pandemic as well as changes to state law for calculating municipal revenues and tax rates has also impacted BPG Master Plan implementation as they have introduced greater uncertainty into short-term and long-term revenue streams.



NEXT STEPS

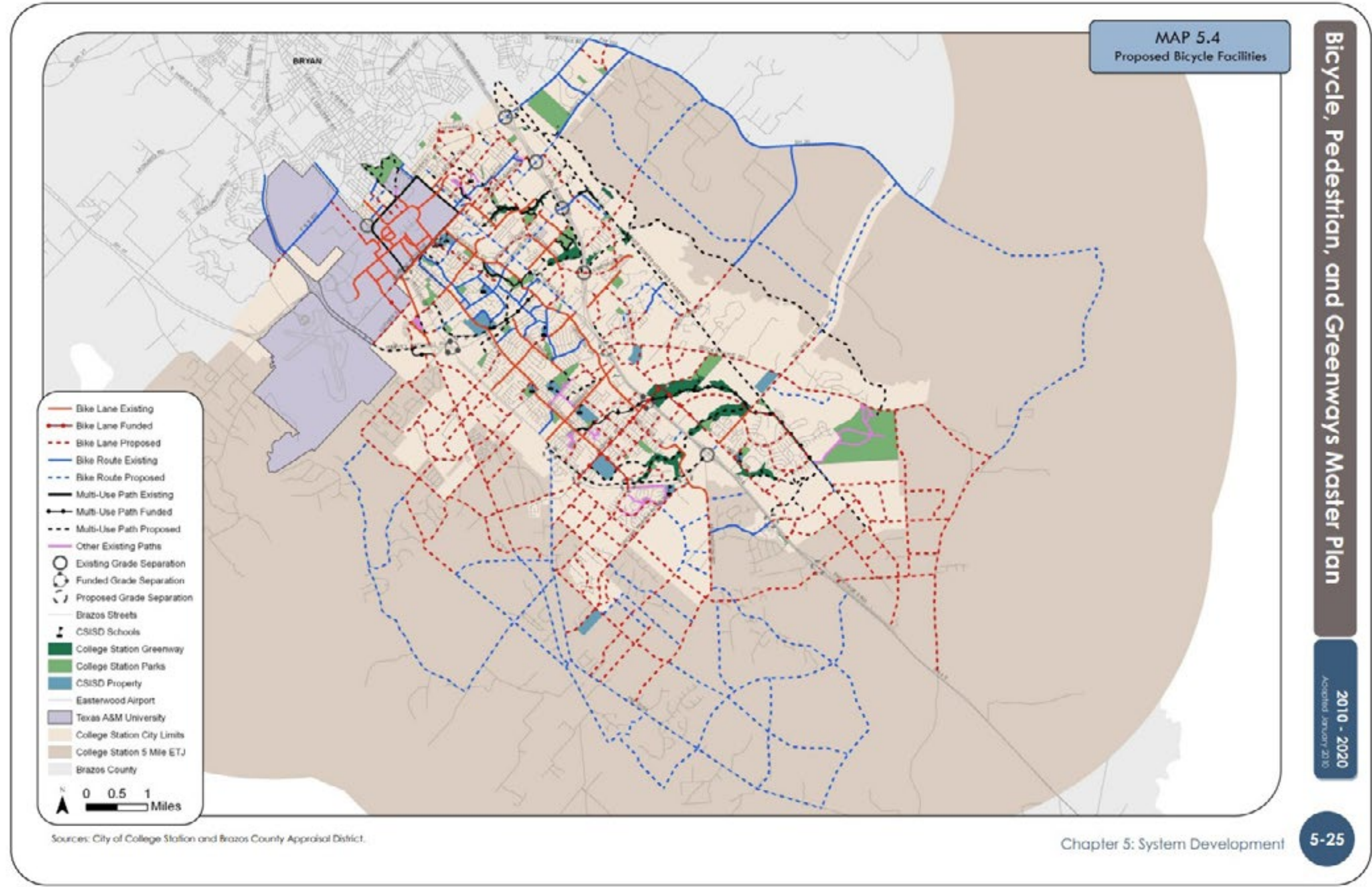
This audit gauged the progress of the Bicycle, Pedestrian, and Greenways Master Plan's implementation tasks, evidenced the progress with relevant documentation, and identified several gaps in the current Plan. It is recommended to continue all ongoing implementation tasks and to complete the six incomplete items noted with this audit:

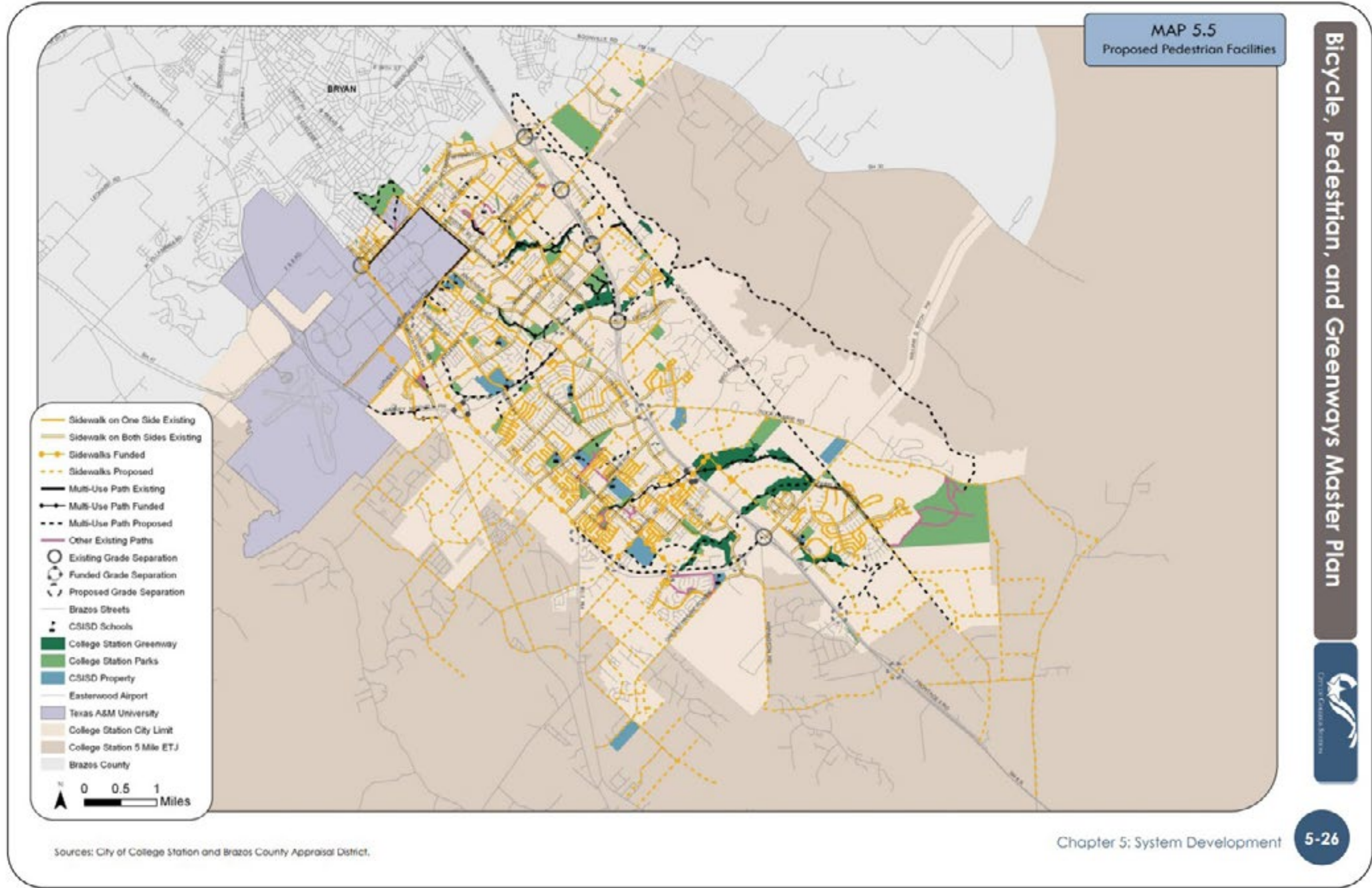
- Develop a management plan for greenway property
- Establish a "Share the Road" campaign
- Analyze bicycle and pedestrian crash statistics on a regular basis
- Develop a maintenance plan for the system
- Develop and implement an Emergency Response Plan
- Develop procedures for collecting baseline data and performance measures

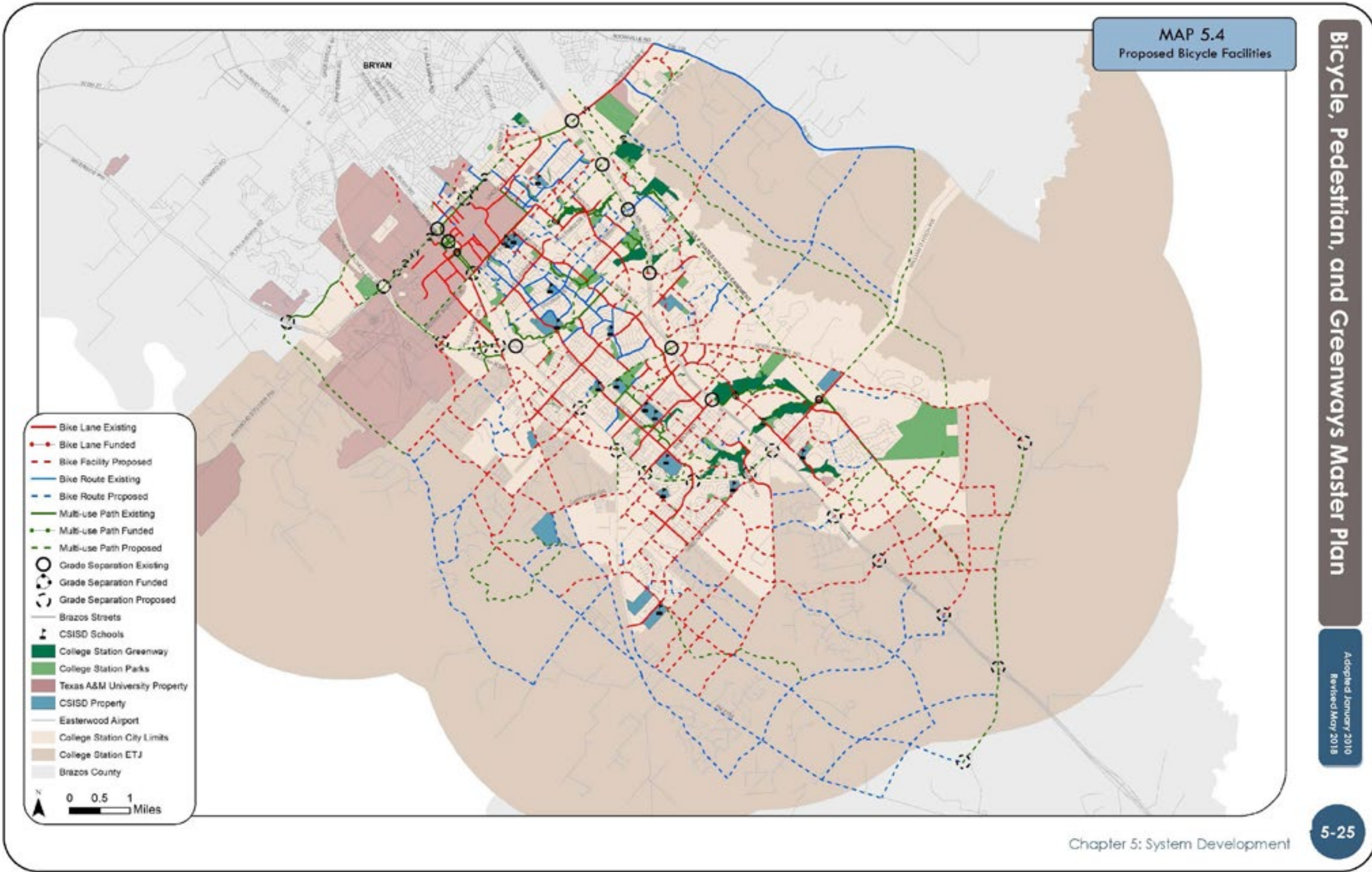
It is also recommended that the implementation tasks of the existing Plan identified in the audit as no longer being pursued can be removed. This can best be accomplished by the final recommendation to develop a new citywide bicycle, pedestrian, and greenways plan so that the plan reflects the contemporary and future needs in College Station. Much has occurred in the city since 2010 and approaches in the transportation and environmental industries have evolved so a new plan can reflect those changes and establish a better path forward.

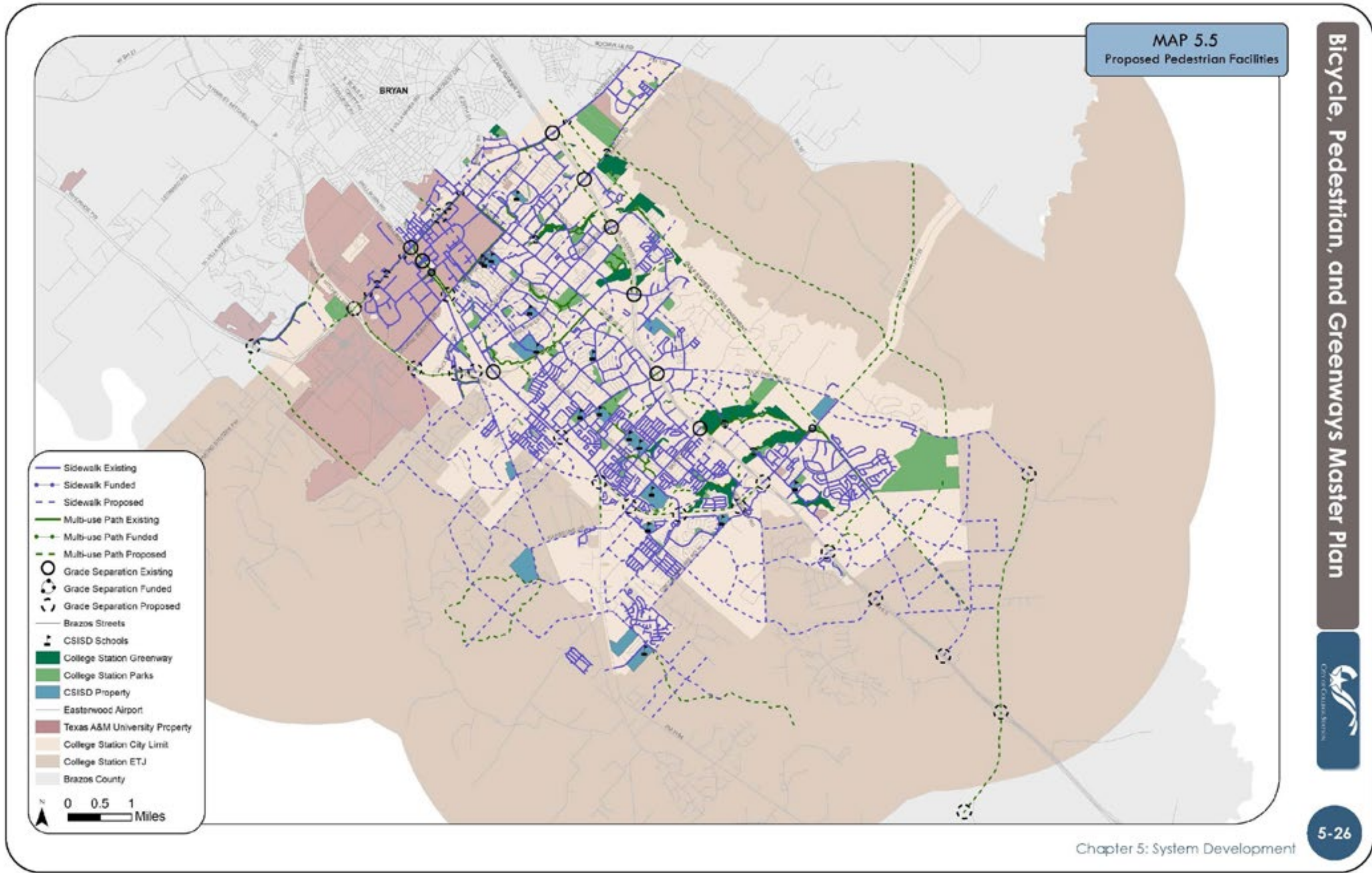


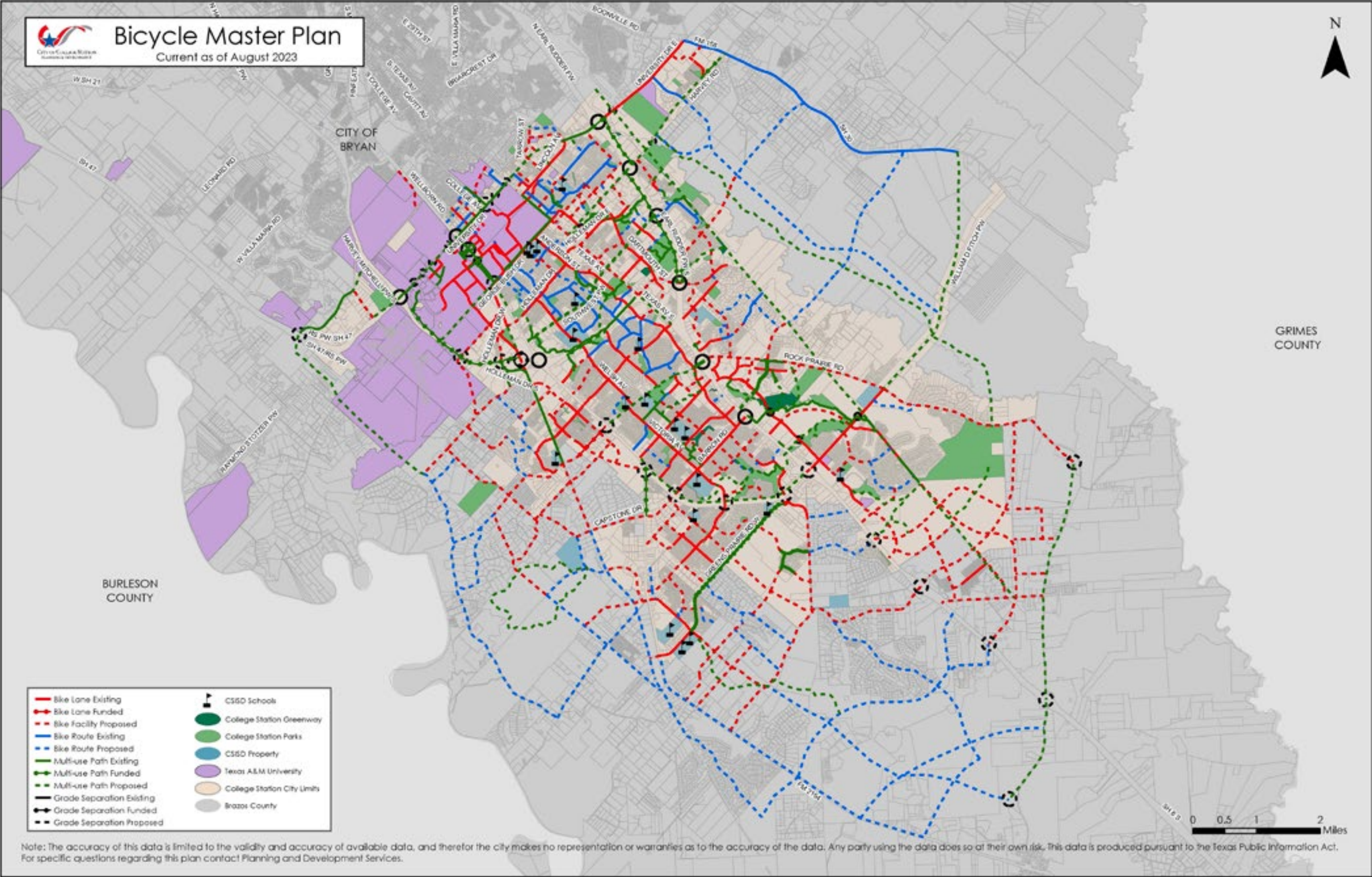
APPENDIX

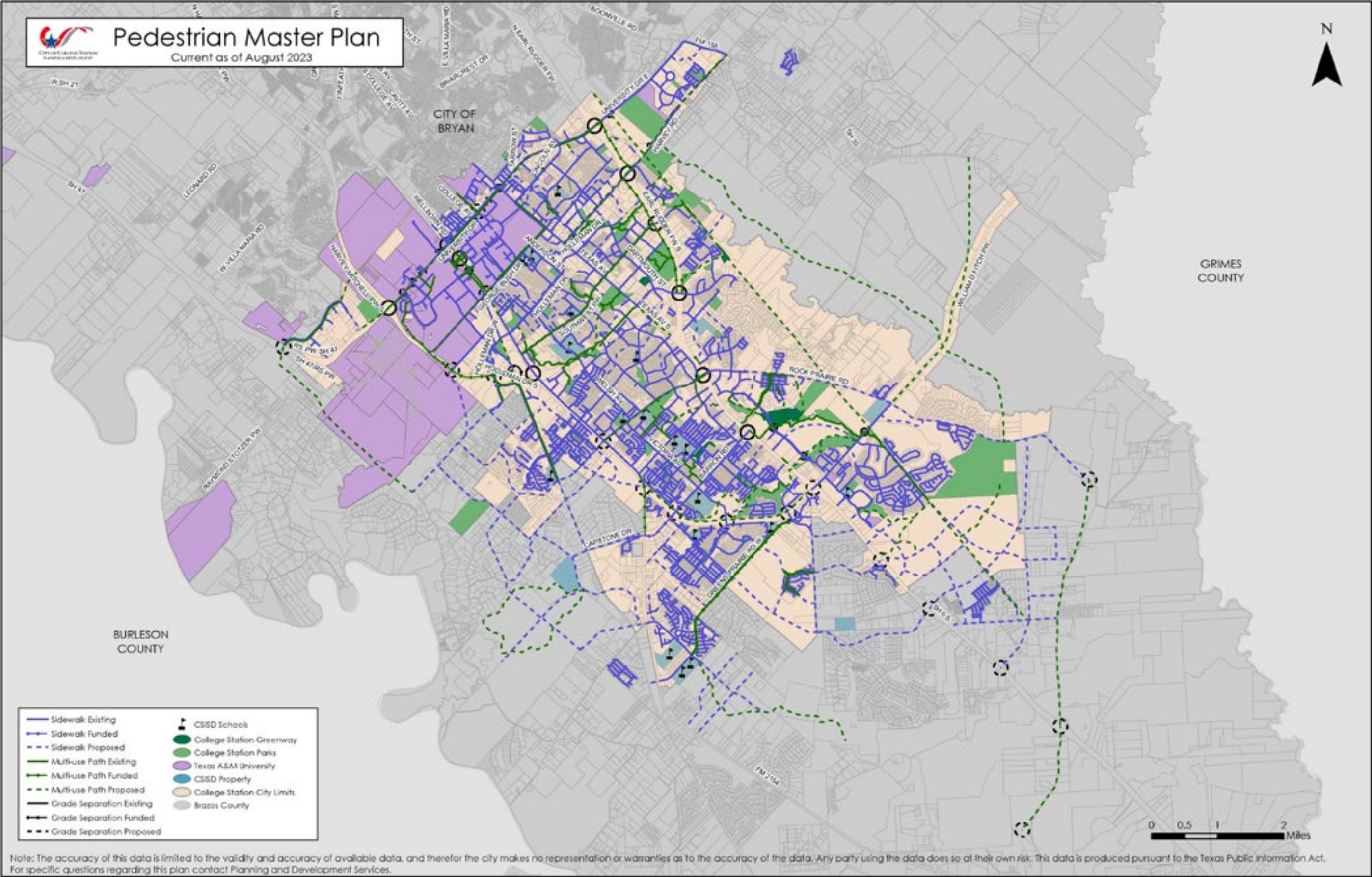












BICYCLE, PEDESTRIAN, AND GREENWAYS MASTER PLAN AUDIT Chapter 7 - Implementation Tasks DRAFT								
Strategy / Chapter	Section	Task Type	Progress					
			Completed	In-Progress	Designed or Funded	No Longer Pursuing	Incomplete	Status Update
5: System Development	Proposed Facilities	Initiate additional evaluation and analysis		√				Ongoing. The city's development review procedures and planning efforts ensure the evaluation of bicycle and pedestrian facilities and greenways within the city limits.
	Other Facilities	Begin planning effort to evaluate condition of facilities		√				Ongoing. PW evaluates the condition of the city's street facilities on an annual basis, including bicycle routes and lanes, and signs. Sidewalks and shared use paths are evaluated for reconstruction or repair with street maintenance projects.
		Begin planning effort on intersections		√				Ongoing. There has not been a city-wide effort on intersections, but various site-specific intersection improvements have been pursued through the city's development review and permitting processes, Capital Improvements projects, and Public Works projects. Additionally, the city's ADA Transition Plan (2015) and Thoroughfare Cross Sections update (2023) include intersection design considerations.
		Begin planning effort on signage		√				Ongoing. Various signge efforts have been pursued since 2010, including the creation and installation of Adopt-A-Greenway signs, the preparation of cost estimates for new or replacement signs, and the evalutation of existing signs on a project-by-project basis. The city adheres to the sign guidelines in the TMUTCD.
		Begin planning effort on bicycle parking	√					An inventory of the city's bicycle parking was created in 2012 and is periodically updated when Certificates of Occupancy (COs) are issued. Additionally, the city's off-street parking requirements were revised in 2023 (Ordinance No. 2023-4454): bicycle parking is now calculated by the unit, whether gross square footage of a building or number of bedrooms, rather than by the number of vehicular parking spaces. A portion of the bicycle parking must be located outside, or, if it is located inside, appropriate signage will need to be provided to direct users to it.
		Begin additional planning efforts for greenways		√				Ongoing. The city established the Natural Areas Protected zoning district (Ordinance No. 2012-3450) in 2012 with the intention of conserving natural areas for recreational or open space purposes. Currently there are 87.4 acres of NAP property in the city. Similarly, the city's Natural & Open Areas future land use identifies areas that are generally appropriate for NAP zoning. There are 5,127 acres of N&OA land within the city limits, or 15.6% of total land within the city limits.
	Operations	Secure additional staff resources	√					One P&DS staff member was responsible for the Bicycle, Pedestrian, and Greenways Program from the plan's adoption in 2010 until their departure from the city in 2022. Staff from P&DS's Engineering Division, which hired three new transportation positions in 2022/2023, lead the program now. Staff from PW, P&R, CIP, PD, Fire, Legal, and HR are also involved in several aspects of greenways programming, operations, and maintenance.
		Establish a Bicycle, Pedestrian, and Greenways Advisory Board	√					The Bicycle, Pedestrian, and Greenways Advisory Board was established in 2010 (Ordinance No. 2010-3265) and is still active today.
		Develop and expand operating procedures for the Greenways Program		√				Ongoing. The BPG Master Plan sought to formulate additional policies and procedures with the growth of the greenway system, such as naming greenways, establishing hours of operation along trails, and providing a set of rules or etiquette for trail use and safety. This has generally been done through PW, P&R, and CIP projects that have installed directional markings on trails, regulatory signage, and education efforts.
	Land Stewardship for Greenways	Develop a management plan for greenway property					√	There is no management plan specific to greenways at this time.
		Continue land acquisition				√		Nearly 135 acres of greenways were acquired since the plan's adoption in 2010 through bonds, grants, and land dedication. There is no dedicated funding for greenway acquisition in the city's budget at this time. A portion of the city's total greenways acres (421 acres) were converted to parkland in 2020, reducing the total number of greenways to approximately 118 acres. Furthermore, areas previously depicted as greenways on city maps were removed due to the failure to purchase the property or the changing use of the property (such as for parkland) after purchase.

Programs: Education	Establish education classes		√				Ongoing. Bicycle classes were hosted twice a year from 2012 to 2017, many in partnership with Texas A&M University. Although there are currently no classes offered, two P&DS staff members are in the process of becoming League Certified Instructors to revive this effort in the city.
	Develop curriculum and education materials on bicycling, walking, and greenways		√				Ongoing. The city distributes educational materials at events, on-site at City Hall, and on the city's website and social media platforms. The most recent version (2018) of the foldable bike map included law and safety education tips. Bicycling, walking, and greenways curriculum has been developed for presentations at city meetings, guest lectures, events, and professional meetings and conferences throughout the years.
	Establish a "Share the Road" campaign					√	The 2017 BPG Master Plan status update noted that a campaign had been developed, but it is unclear what the extent of this campaign was. A "Share the Road with Bicyclists" flyer was supposedly developed to be mailed out with a city utility bill and Texas A&M University parking passes, but this was most-likely a one-time effort rather than an lasting program. There is no evidence of "Share the Road" signage along the city's bicycle routes.
Programs: Encouragement	Reapply for Bicycle Friendly status through the League of American Bicyclists	√					The city has applied to the BFC Program twice: 2011 (Honorable Mention) and 2020 (Bronze Level). The program requires communities to renew their BFC status every four years, so the city is currently preparing an application to be submitted in June 2024. There are currently 13 BFCs in Texas, each with a Bronze Level designation except one (City of Austin). Texas A&M is a Bicycle Friendly University (Silver Level).
	Create and distribute a bicycle and pedestrian map	√					The city's Bicycle Plan and Pedestrian Plan within in the BPG Master Plan and Comprehensive Plan are available online and at City Hall. These maps are updated in conjunction with ongoing bicycle and pedestrian projects and developments. P&DS staff are currently working on a new foldable bike map, which was last updated in 2018, in their FY 2024 Plan of Work.
	Create an "Adopt a Greenway" program	√					The program was established in partnership with Keep Brazos Beautiful in 2012 and is still active today. An area is adopted for a minimum of two years and must be cleaned at least two times during the year. Currently, there are 12 greenways adopted in the city, but there have been upwards of 22 areas adopted at one time.
	Encourage and participate in bicycle, pedestrian, and greenway events		√				Ongoing. There are several city-sponsored events like Cycle with Council, National Bike Month, and Earth Day. There are privately-sponsored events too like MS150 and philanthropic 5Ks that have been held in the city as a result of our ongoing bicycle, pedestrian, and greenways efforts. Additionally, city staff periodically guest lecture and serve on committees related to these subject areas.
	Conduct walkability and bikeability audits		√				Ongoing. Walkability and bikeability audits have been conducted to a degree for small area plans and project-specific improvements. The P&DS website has walkability and bikeability audit checklists posted for interested parties to utilize, but there is not an established program. The current BPG Advisory Board has expressed interest in revising and reviving these audits, and P&DS staff is pursuing this effort in their FY 2024 Plan of Work.
Programs: Enforcement	Establish and maintain internal training of laws and ordinances		√				Ongoing. CSPD (CSTEP and Traffic Unit) officers enforce pedestrian and bicyclist traffic laws, especially in the Northgate area since it is the densest area of the city and has the largest concentration of students. These contacts are typically educational in nature (wherein the violator receives a warning and is educated about the law). For example, officers have distributed grant-funded booklets on bicycling safety and have also provided headlights and taillights in these situations. CSPD advocates for Vehicular Cycling concepts whenever possible, particularly the concept that cyclists fare best when they act and are treated as drivers of vehicles. P&DS has explored various laws and ordinances related to bicycling, walking, and greenways protection. A previous effort for a Safe Passing ordinance in the city has been revived and is on the department's FY 2024 Plan of Work.

	Maintenance	Develop a maintenance plan for the system					√	No specific maintenance plan has been established, but PW, P&R, and CIP each contribute to maintenance of the system through a variety of efforts such as street sweeping, surface repairs, sign replacement, tree trimming, invasive species control, and erosion control. The city's SeeClickFix app is an online system that the public may utilize to report non-emergency facility maintenance issues.
		Establish a volunteer program to support maintenance efforts	√					
	Safety	Develop and implement an Emergency Response Plan					√	There is not an Emergency Response Plan specific to the contents of the BPG Master Plan at this time.
		Evaluate strategies to increase safety and security		√				Ongoing. Safety and security improvements have been implemented through a variety of policy changes and design in P&DS, PD, PW, and CIP projects. In 2015, buffered bike lanes became a part of the city's street cross section design guidelines, providing two feet of spacing between the bike lane and vehicular travel lane. The city's first buffered bike lane was installed on Pebble Creek Parkway in November 2015.
		Develop and implement a Risk Management Plan				√		There is not a Risk Management Plan specific to the contents of the BPG Master Plan at this time.
7: Implementation	Priorities	Develop Short-term priority facilities		√				Ongoing. P&DS evaluates the priority level of bicycle and pedestrian facilities with the BPG Advisory Board to submit requests for funding each budget cycle. This methodology currently categorizes priorities from high to low rather than short-term to long-term using a GIS model. Staff is currently reevaluating the bicycle and pedestrian prioritization methodology with the BPG Advisory Board to determine any necessary changes to the criteria or process.
		Develop Near Term priority facilities		√				Ongoing. P&DS evaluates the priority level of bicycle and pedestrian facilities with the BPG Advisory Board to submit requests for funding each budget cycle. This methodology currently categorizes priorities from high to low rather than short-term to long-term using a GIS model. Staff is currently reevaluating the bicycle and pedestrian prioritization methodology with the BPG Advisory Board to determine any necessary changes to the criteria or process.
		Develop Long Term priority facilities		√				Ongoing. P&DS evaluates the priority level of bicycle and pedestrian facilities with the BPG Advisory Board to submit requests for funding each budget cycle. This methodology currently categorizes priorities from high to low rather than short-term to long-term using a GIS model. Staff is currently reevaluating the bicycle and pedestrian prioritization methodology with the BPG Advisory Board to determine any necessary changes to the criteria or process.
	Implementation Methods	Update or revise ordinances, standards, and guidelines		√				Ongoing. There have been several revisions to the city's zoning, land use, and subdivision regulations in the Unified Development Ordinance and policies, subdivision regulations, and engineering standards in the Bryan/College Station Unified Design Manua, and Comprehensive Plan since the plan's adoption in 2010.
		Coordinate and utilize other plans and studies		√				Ongoing. The implementation of the BPG Master Plan has relied on several neighborhood, district, and corridor plans in the city, which include more detailed analyses of bicycling, walking, and greenways.
		Develop partnerships to facilitate system development and management		√				Ongoing. Partnerships with other government agencies, builders/developers, HOAs, businesses, schools, and special interest groups/organizations have been established various plans, studies, and projects have been established since the plan's adoption.
		Establish and ensure annual capital and operating funding sources		√				Ongoing. The city's Sidewalk Zones were consolidated from 15 zones to 4 to ensure , but no specific funding exists for bicycle facilities/maintenance or pedestrian projects that are NOT sidewalks. Greenways funding will be combined with Transportation funding within the P&DS budget in FY 2024.

		Seek alternative funding sources through grants and partnerships		√				Ongoing. Several grants have been pursued since the plan's adoption in 2010 for bicycle and pedestrian facilities improvements and greenways land acquisition.
	Evaluation	Establish performance measures with target goals	√					Performance measures were drafted for the implementation of this plan in the following areas: System Development, Safety, Usage, Education/Encouragement/Enforcement, Environment, Maintenance, and Cost.
		Develop procedures for collecting baseline data and performance measures					√	Although performance measures were established, procedures for collecting this baseline data and reporting were not. This is likely a result of limited staff, funding, and equipment.
		Review and update Plan in five years and through changes in other Plans		√				Ongoing. The facility maps have been updated since the plan's adoption in 2010 in conjunction with Comprehensive Plan updates, small area plans, corridor plans, regional and state plans, and public and private development.
		Provide progress reports on an annual basis		√				Ongoing. P&DS develops a Comprehensive Plan and Unified Development Ordinance Annual Review that highlights the major projects and initiatives that were completed, started, or postponed during the past fiscal year. This review is typically conducted every year, but it was not completed in 2014 or 2022.
	TOTAL		8	22		3	6	39

Facility Miles Summary

2010					
FACILITY MILES					
Facility	Existing	Funded	Proposed		Total Existing, Funded, and Proposed
			Short-term (10 years)	Near-term and Long-term	
Bike Lanes	33	4	44	86	167
Bike Routes	59*	0	18	62	112*
Paths	8	6	6.4	34.4	55
Sidewalks	130	7	19	95	251

* The 2010 Plan refers to 59 miles of Bike Routes though this appears to also count existing Bike Lanes at the time.
** The 2010 Plan refers to 59 miles of Bike Routes though once the Plan as initially adopted and be fully implemented about 27 miles were be converted from Bike Route to Bike Lane; 112 miles reflects a corrected total amount.

2017					
FACILITY MILES					
Facility	Existing	Funded	Proposed		Total Existing, Funded, and Proposed
			Short-term (10 years)	Near-term and Long-term	
Bike Lanes	~45	N/A	120		~165
Bike Routes	28	N/A	88		116
Paths	13	~4	~45		~62
Sidewalks	181	10	101		292

2023					
FACILITY MILES					
Facility	Existing	Funded	Proposed		Total Existing, Funded, and Proposed
			Short-term (10 years)	Near-term and Long-term	
Bike Lanes	~55	~2	~100		~157
Bike Routes	~21	N/A	~75		~96
Paths	~29	~7	~73		~109
Sidewalks*	*	*	*		*

* The sidewalk layer in GIS is in the process of being overhauled which is needed to provide updated figures

Plan Implementation Timeline Highlights

Type	2010	2011	2012	2013	2015	2016	2017	2018	2019	2020	2021	2022	2023
Plan	Bicycle, Pedestrian, and Greenways Master Plan adopted	BPG Master Plan awarded "Project Plan of the Year" by Texas Chapter of American Planning Assocation (APA)					Bicycle, Pedestrian, and Greenways Master Plan update begins	Bicycle, Pedestrian, and Greenways Master Plan update adopted					Audit of Bicycle, Pedestrian, and Greenways Master Plan initiated
Statistics			STATS: 641 acres of city greenway; 145 miles of sidewalks; 40+ miles of bike lanes	STATS: 154 miles of sidewalks; 40+ miles of bike lanes; 621 acres of city greenway	STATS: 167 miles of sidewalks; 44+ miles of bike lanes; 12+ miles of trails; 653 acres of city greenway	STATS: 183 miles of sidewalks; 47+ miles of bike lanes; 13+ miles of trails; 653 acres of city greenway	STATS: 220 miles of sidewalks; 48 miles of bike lanes; 18 miles of trails; 645 acres of city greenway	STATS: 222 miles of sidewalks; 50 miles of bike lanes; 20 miles of trails; 618 acres of city greenway					
Ordinances	Bicycle, Pedestrian, and Greenways Advisory Board established (Ordinance No. 2010-3265) Sidewalk Zones and Fee-In-Lieu created to allow developers to pay a fee in lieu of building a sidewalk during the platting process. (Ordinance No. 2010-3267)	Subdivision Regulations overhauled, includes sidewalks required on both sides of the street with some exceptions (Ordinance No. 2012-3435)	Natural Areas Protected Zoning District created (Ordinance No. 2012-3450)			Buffered bike lanes introduced as part of City's updated street cross-sections		Bike Racks section - Updated bicycle parking standards and provided additional parking options (Ordinance No. 2018-3990)	Sidewalk Fee In Lieu - Allows fee in lieu of construction for sidewalks to be approved by the Administrator rather than the Planning & Zoning Commission.			Sidewalks - Reduced number of fee in lieu zones from fifteen to four, added appeal process, allowed staff to require fee in lieu, and required sidewalks along thoroughfares in rural context areas. (adopted October 27, 2022) Shared Mobility Ordinance replaced bike share ordinance, permits shared bikes and scooters to be electric powered. (Ordinance No. 2022-4362)	Off-Street Parking Requirements - Reduced amount of off-street parking required for commercial projects and revised bike rack requirements to be based on size of building instead of number of required parking spaces (Ordinance No. 2023-4454).
Infrastructure		Completion of Bee Creek Park multi-use path, connecting Longmire Dr, Anderson St, Texas Ave/Krenek Tap Rd, and path in Lemontree Park Completion of Harvey Mitchell Parkway multi-use path near A&M Consolidated High School Over 100 bike route signs along over 15 miles of streets installed	Lick Creek Greenway Trail funded and design begins for project in which \$4.4 million was approved through the 2008 Bond election. University Drive Pedestrian Safety Project implementation: College Main between University Dr and Patricia St becomes pedestrian plaza permanently closed to vehicular traffic.	Sidewalks constructed on University Drive between Texas Ave and Tarrow St. Continuous bike lanes established on Lincoln Ave.	Sidewalk constructed on Texas Ave between University Dr and Hensel St. Design complete for Lick Creek Greenway Trail City's first buffered bike lane installed (on Pebble Creek Parkway)	Bike lanes added to Dartmouth St between Harvey Rd to Southwest Pkwy. Construction underway for Lick Creek Nature Trail	Sidewalk constructed on Langford St from Haines Dr to Guadalupe Dr. Completion for Lick Creek Park Nature Trail anticipated to be complete in FY18	Continous sidewalks constructed on both sides of Southwest Pkwy between Wellborn Rd and Welsh Ave. Design of Lick Creek Trail Head and Parking Lot underway	University Drive Pedestrian Improvements project completed which included wider sidewalks and intersection improvements in the Northgate area. Extension of the Lick Creek Greenway Trail as a part of The Huntington Apartments development Trail connection between Georgie K. Fitch Park and Larry J. Ringer Library under construction	Munson Ave sidewalk constructed from Harvey Rd to Dominik Dr. Lick Creek Greenway Trail trailhead and parking lot complete Trail connection between Georgie K. Fitch Park and Larry J. Ringer Library complete	Southside Neighborhood Improvements project completed which reconstructed poritions of Park Place, Holik St, Anna St, and Glade St and provided sidewalks adjacent to Oakwood Intermediate School and A&M Consolidated Middle School Southwood Dr sidewalk constructed between Valley View Dr and Todd Trail	Sidewalk constructed connecting Mable Claire Thomas Park to Lincoln Ave via Puryear Dr, Walton Dr, and Nunn St. Included RRFB for mid-block crossing over Walton Dr.	
Greenways		9,167 acres of greenway dedicated in the Alexandria Subdivision	8.22 acres of greenway acquired Adopt-a-Greenway Program launched	Adopt-A-Greenway Program additions at John Crompton Park, Lemontree Park and Wolf Pen Creek Park	Adopt-A-Greenway Program – 8 new areas adopted	Adopt-A-Greenway Program 16 areas adopted (2 new); 286 volunteers; 372.5 volunteer hours; 839 lbs. of trash collected	Adopt-A-Greenway Program 15 areas adopted; 332 volunteers; 523 volunteer hours; 123 bags of trash (about 3,650 gallons)	Adopt-A-Greenway Program 20 areas adopted; 178 volunteers; 309 volunteer hours; 62 bags of trash/930 lbs.	Adopt-A-Greenway Program 22 total areas adopted; 147 volunteers; 224 volunteer hours; 62 bags of trash (approximately 870 lbs.)	Conversion of 421 acres of greenway to parkland, reducing city greenways to approximately 118 acres Adopt-A-Greenway Program 482 total acres adopted; 2 miles of creek cleaned; 15 bags of trash collected	Adopt-A-Greenway Program 311 acres adopted; 1.08 miles of creek cleaned; 57.5 bags of trash collected	Adopt-A-Greenway Program 287 acres currently adopted; 5 miles of creek cleaned; 85 bags of trash collected	
Grant Funding		UPBEAT (Umbrella Partnerships – BE Active in Our Town) grant of \$8,000 awarded. Funds for crosswalk improvement at Holleman St/Carolina St intersection, additional bike route signs along Welsh Ave from Holleman Dr to Old Jersey St, install additional bike racks at the Lincoln Center, and install an outdoor exercise station within Tarrow Park									TxDOT Transportation Alternatives grant awarded for George Bush Dr Separated Bike Lanes project. TxDOT funding awarded for construction of shared use path on south side of Harvey Mitchell Pkwy between Larry Ringer Library and Wax Wing Ln.		TxDOT Transportation Alternatives grant awarded for constrution of a shared use path from Larry J. Ringer Library to Texas Ave.
Misc.		City Bicycle Friendly Community application received an Honorable Mention First "National Bike Month" proclamation at City Council City bike maps created and 7,000 printed for distribution						Unfunded Project Prioritization Methodology updated		City received Bronze level recognition as a Bicycle Friendly Community through the League of American Bicyclists		Restructured staff in Planning & Development Services Department and created Transportation & Mobility division	



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May 20, 2024

Item No. 3.5.

Unfunded Bicycle and Pedestrian Project Priorities

Sponsor: Jason Schubert

Reviewed By CBC: Bicycle, Pedestrian, & Greenways Advisory Board

Agenda Caption: Presentation, discussion, and possible action regarding the finalized priority rankings of the unfunded stand-alone bicycle and pedestrian projects.

Relationship to Strategic Goals:

Core Services & Infrastructure, Improving Mobility

Recommendation(s): Staff recommends the Board receive the presentation.

Summary: This item is a follow-up to the February 19, 2024 Board meeting in which the Board provided direction to City staff regarding how to finalize the priority rankings for unfunded, stand-alone bicycle and pedestrian projects. The effort to update the unfunded project priority rankings started at the October 2023 Board meeting and there were adjustments and refinements made at subsequent meetings. The final adjustment to the priority order is based on the number of priority votes a project received from the Board members. The resulting vote totals re-ordered the priority rankings of the projects within each of the high, medium, and low priority categories. When two or more projects had the same number of votes, the adjusted project scores were used to break ties and place projects in descending priority order. There are five unfunded project categories: Sidewalks, Shared Use Paths - Along Street Right-of-Way, Shared Use Paths - Off-street, Bicycle Facilities (Bike Lanes), and Bike Routes. The updated project priority ranking lists and maps for each of the project categories are attached for reference.

Budget & Financial Summary: N/A

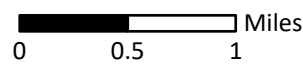
Attachments:

1. Sidewalks Priorities Map - Feb 2024
2. Sidewalks Priorities List - Feb 2024
3. Shared Use Paths - Along Street Priorities Map - Feb 2024
4. Shared Use Paths - Along Street Priorities List - Feb 2024
5. Shared Use Paths - Off-Street Priorities Map - Feb 2024
6. Shared Use Paths - Off-Street Priorities List - Feb 2024
7. Bicycle Facilities Priorities Map - Feb 2024
8. Bicycle Facilities Priorities List - Feb 2024
9. Bicycle Routes Priorities Map - Feb 2024
10. Bicycle Routes Priorities List - Feb 2024

Unfunded Sidewalk Project Priorities
February 2024

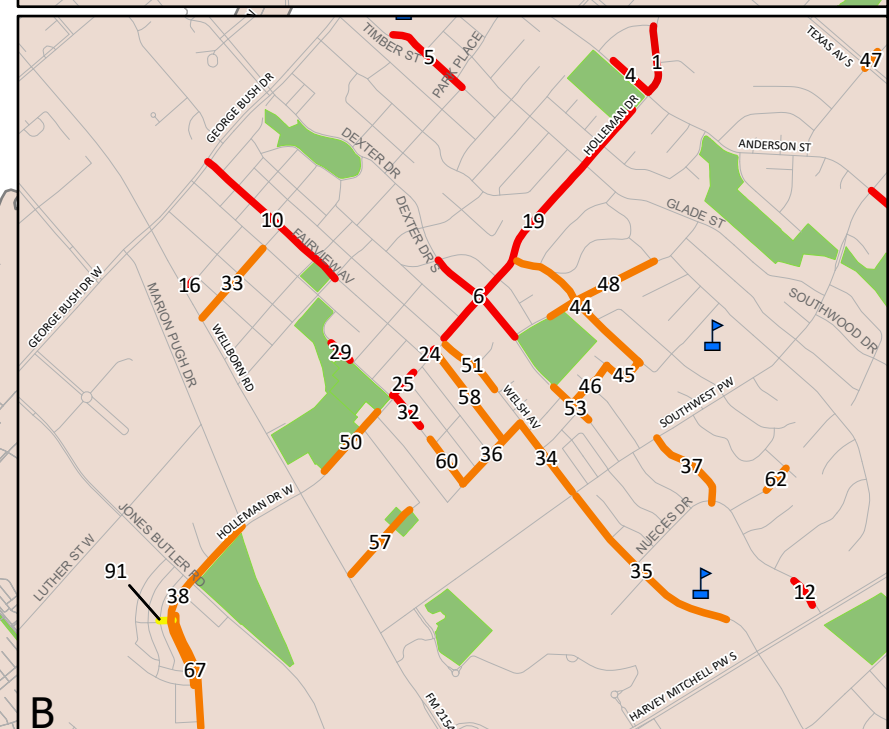
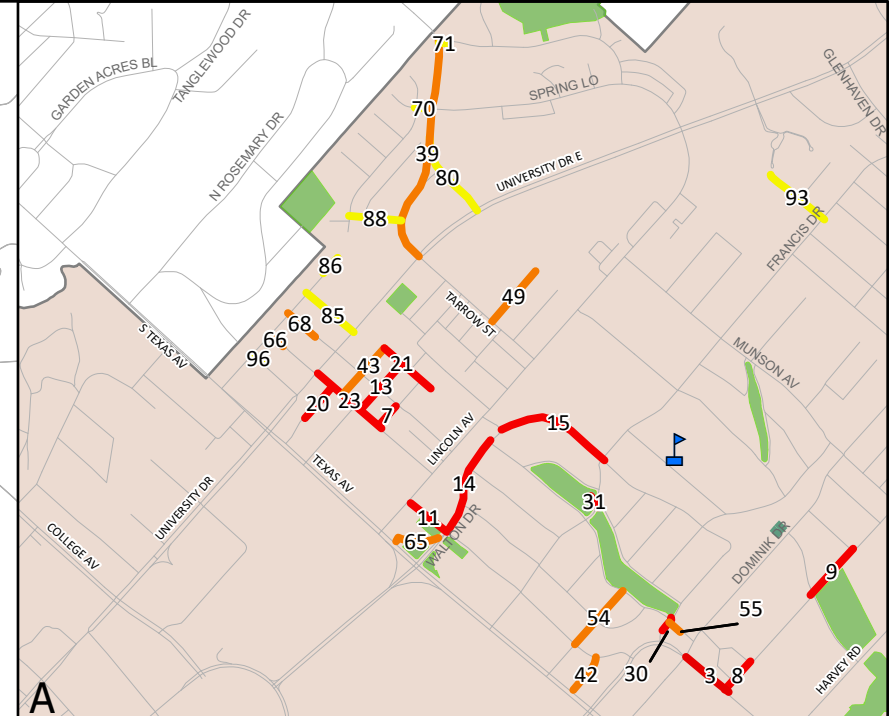
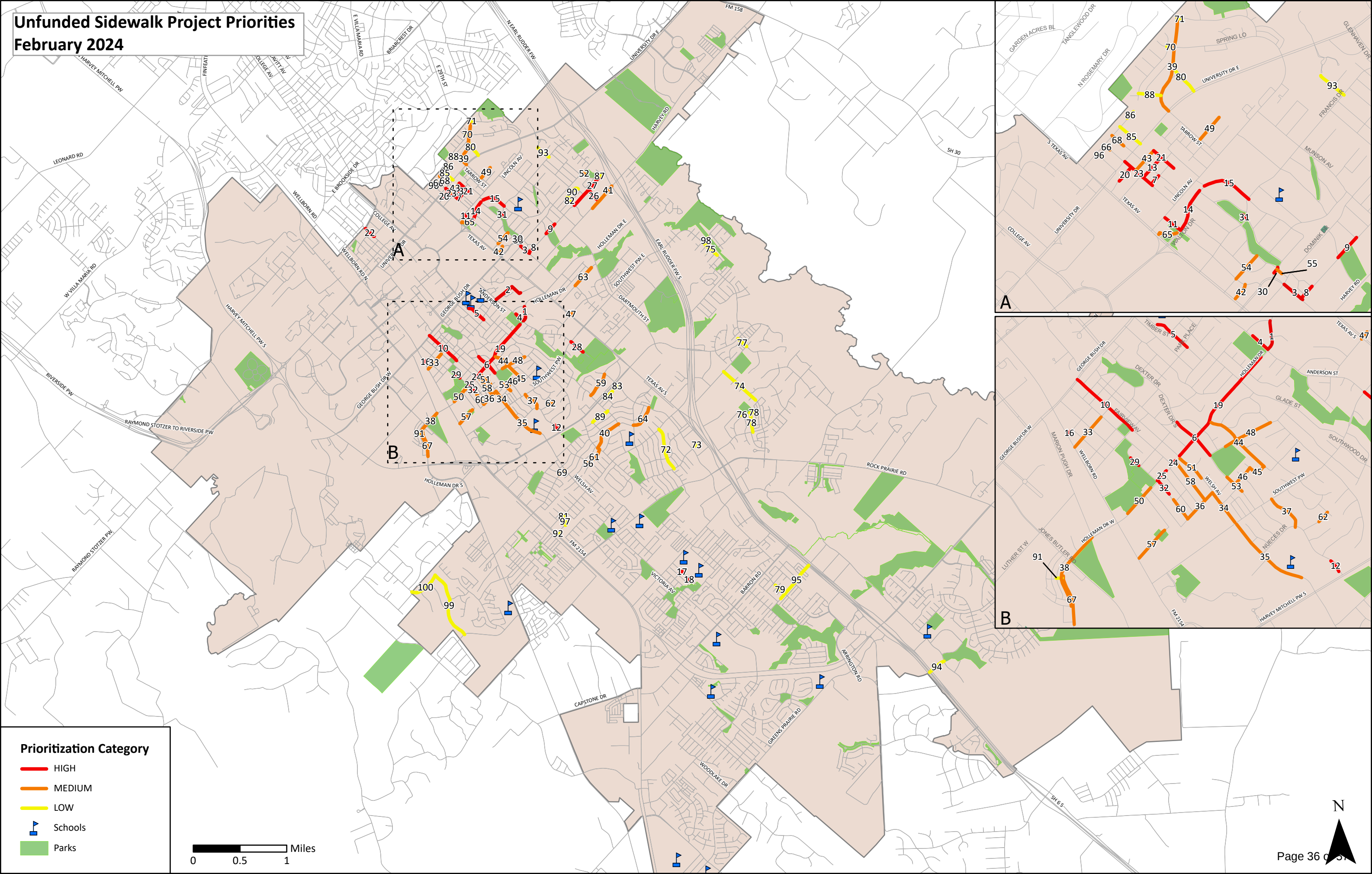
Prioritization Category

- HIGH
- MEDIUM
- LOW
- Schools
- Parks



N

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Bicycle, Pedestrian, and Greenways Master Plan

Stand-Alone Sidewalk Projects

Prioritization February 2024

Final 2024 Rank	BPG Board Priority Votes	Adjusted 2024 Rank & Score	Score Adjustments (+0.5 each): No Facility (N), Tfare (T), and Gap <= 0.1 miles (G)	Initial 2024 Rank & Score	Street	From	To	Miles	Sidewalk Zone	Notes
HIGH PRIORITY										
1	\	9d 7.500	T	2f 7.000	HOLLEMAN DRIVE 5	430FT N OF VILLAGE DR	ANDERSON ST	0.16	A	Existing facility on opposite side of street; fills gap between existing facilities; LMI area
2		2 8.266	N, G	1 7.266	PARK PLACE 1	ANDERSON ST	BACK OF HEB	0.34	A	No facility; fills gap between existing facilities; limited ROW and design constraints due to topography; LMI area
3		3d 8.000	N, T	2d 7.000	GEORGE BUSH DR E 1	DOMINIK DR	UNIVERSITY OAKS BL	0.12	B	No facility; fills gap between existing facilities; desire paths present and high pedestrian use; LMI area
4		9e 7.500	T	2g 7.000	ANDERSON STREET	VILLAGE DR.	HOLLEMAN DR.	0.11	A	Existing facility opposite side of street; LMI area
5		1 8.335	N, T, G	12 6.835	TIMBER STREET	630 FT SE OF GEORGE BUSH DR	PARK PLACE	0.20	A	No facility; LMI area
6		17 7.096	N, T, G	61 5.596	DEXTER DRIVE SOUTH 1	WINDING RD	HANES DR	0.25	A	No facility; fills gap between existing facilities on Dexter Dr S; establishes a pedestrian crossing over Holleman Dr; LMI area
7		3b 8.000	N, G	2b 7.000	ASH STREET 2	EISENHOWER ST	NIMITZ ST	0.06	B	No facility; LMI area
8		3c 8.000	T, G	2c 7.000	UNIVERSITY OAKS BLVD	445 FT NE of GEORGE BUSH DR E	GEORGE BUSH DR E	0.08	B	Existing facility on opposite side of street; fills gap between existing facility out to proposed facility on George Bush Dr E; LMI area
9		3e 8.000	N, T	2h 7.000	UNIVERSITY OAKS BLVD 3	OLYMPIA WY	STALLINGS DR	0.14	B	No facility; fills gap between existing facilities; LMI area
10		18 7.013	N, T	23 6.013	FAIRVIEW AVENUE	GEORGE BUSH DR	LUTHER ST	0.39	A	No facility; LMI area
11		9a 7.500	N, T, G	25d 6.000	FOSTER AVENUE	LINCOLN AVE	WALTON DR	0.10	B	No facility; fills gap between existing Walton Dr and Lincoln Ave; LMI area
12		9c 7.500	N, T, G	25n 6.000	NUECES DRIVE	GUADALUPE DR	HARVEY MITCHELL PW S	0.07	A	No facility; fills gap between existing facilities; connects into SUP on FM 2818; LMI area
13		9b 7.500	N	2e 7.000	LIVE OAK ST 1	EISENHOWER ST	TURNER ST	0.13	B	No facility; LMI area
14		19g 7.000	N, T	25m 6.000	WALTON DRIVE	PURYEAR DR	FOSTER AV	0.22	B	No facility; fills gap between existing facilities; LMI area
15		19j 7.000	N, T	25x 6.000	WALTON DRIVE 1	NUNN ST	FRANCIS DR	0.26	B	No facility; fills gap between existing facilities; LMI area

Bicycle, Pedestrian, and Greenways Master Plan

Stand-Alone Sidewalk Projects

Prioritization February 2024

Final 2024 Rank	BPG Board Priority Votes	Adjusted 2024 Rank & Score	Score Adjustments (+0.5 each): No Facility (N), Tfare (T), and Gap <= 0.1 miles (G)	Initial 2024 Rank & Score	Street	From	To	Miles	Sidewalk Zone	Notes
16		19i 7.000	N, G	25w 6.000	GROVE ST	WELLBORN RD	135 FT NE OF WELLBORN RD	0.03	A	No facility; fills gap between existing facility out to Wellborn Rd; LMI area
17		19m 7.000	N, G	25ad 6.000	HARVEST DRIVE	SPRINGFIELD DR	WESTFIELD DR	0.03	C	Fills gap between existing facilities on Harvest Dr into Cypress Grove Intermediate School
18		19c 7.000	N, G	25e 6.000	FLOWER MOUND DRIVE	WESTFIELD DR	SPRINGFIELD DR	0.03	C	Fills gap between existing facility on Flower Mound Dr and path from Westfield Dr into Creek View Elementary School
19		62 6.328	T	58 5.828	HOLLEMAN DRIVE 2	ANDERSON ST	WELSH AVE	0.68	A	Existing facility on opposite side of street; fills gap between existing facilities; LMI area
20		8 7.917	N, G	11 6.917	POPLAR ST 2	EISENHOWER ST	445 FT SW OF EISENHOWER ST	0.08	B	No facility; fills gap between facilities; LMI area
21		9f 7.500	N	2i 7.000	TURNER ST	POPLAR ST	145 FT SE OF ASH ST	0.13	B	No facility; LMI area
22		15 7.377	N, T	16 6.377	NAGLE STREET	INLOW BL	CROSS ST	0.13	A	No facility on <i>most</i> of segment; connects into City of Bryan; LMI area
23		16 7.233	T	13 6.733	EISENHOWER ST 1	UNIVERSITY DR E	ASH ST	0.18	B	Existing facility on opposite side of street; LMI area
24		19d 7.000	T, G	25f 6.000	HOLLEMAN DRIVE 1	FAIRVIEW AVE	GEORGIA ST	0.03	A	Existing facility on opposite side of street; fills gap between existing facilities; LMI area
25		19k 7.000	T, G	25ab 6.000	HOLLEMAN DRIVE 3	375 FT NE OF ELEANOR ST	ELEANOR ST	0.07	A	Existing facility on opposite side of street; fills gap between existing facilities; LMI area
26		19f 7.000	N, T	25l 6.000	SCARLETT OHARA DRIVE	UNIVERSITY OAKS BL	HARVEY RD	0.15	B	No facility; LMI area
27		19h 7.000	N, T	25q 6.000	UNIVERSITY OAKS BLVD 2	TARA CT	RHETT BUTLER DR	0.42	B	No facility; LMI area
28		19e 7.000	N, T	25h 6.000	ANDERSON STREET 1	SOUTHWEST PKWY	ENTRANCE OF COLLEGE STATION CITY CEMETARY	0.17	A	No facility; LMI area
29		19l 7.000	N, G	25ac 6.000	ELEANOR STREET	MONTCLAIR AVE	THOMPSON ST.	0.06	A	Fills gap between existing facilities; LMI area
30		19n 7.000	N, G	25ae 6.000	KYLE AVENUE	PURYEAR DR	130 FT SW OF PURYEAR DR	0.04	B	No facility; fills gap between existing facility on Kyle Ave into Thomas Park; LMI area
31		19b 7.000	N, G	25c 6.000	JAMES PARKWAY	NORTHSIDE FRANCIS DR	SOUTHSIDE FRANCIS DR	0.03	B	Would create crossing between each side of Thomas Park; adjacent to existing crossing; LMI area
32		19a 7.000	N, G	25b 6.000	PHOENIX STREET	HOLLEMAN DR	445 FT SE OF HOLLEMAN DR	0.08	A	No facility; fills gap between existing facilities; LMI area

Bicycle, Pedestrian, and Greenways Master Plan
Stand-Alone Sidewalk Projects
Prioritization February 2024

Final 2024 Rank	BPG Board Priority Votes	Adjusted 2024 Rank & Score	Score Adjustments (+0.5 each): No Facility (N), Tfare (T), and Gap <= 0.1 miles (G)	Initial 2024 Rank & Score	Street	From	To	Miles	Sidewalk Zone	Notes
MEDIUM PRIORITY										
33		35 6.930	N, G	56 5.930	FIDELITY ST	WELLBORN RD	MONTCLAIR AV	0.21	A	No facility; LMI area
34		36 6.898	T	15 6.398	WELSH AVENUE 1	NEVADA ST	SOUTHWEST PW	0.19	A	Existing facility on opposite side of street; fills gap between existing facility out towards SH 6; LMI area
35		39 6.763	T	19 6.263	WELSH AVENUE 2	SOUTHWEST PW	HARVEY MITCHELL PW S	0.46	A	Existing facility on opposite side of street; fills gap between existing facility out towards SH 6; LMI area
36		44j 6.500	N	25s 6.000	NEVADA STREET	WELSH AV	PHOENIX ST	0.19	A	No facility; LMI area
37		44e 6.500	N	25j 6.000	HONDO DRIVE	SOUTHWEST PW	NUECES DR	0.21	A	No facility; LMI area
38		59 6.392	N, T	64 5.392	HOLLEMAN DRIVE WEST 1	MARION PUGH DR	CORREGIDOR DR	0.43	A	Existing facility on <i>most</i> of the opposite side of street; fills gap between existing facilities; LMI area
39		63 6.204	N, T	69 5.204	TARROW STREET	E 29TH ST	PEYTON ST	0.50	B	No facility; LMI area
40		64 6.191		59 5.691	TODD TRAIL	SOUTHWOOD DR	RIO GRANDE BL	0.36	A	No facility; fills gap between existing facilities
41		69 6.028	N, T	73 5.028	HARVEY ROAD	EARL RUDDER FW S FRONTAGE RD W	740FT NE OF RHETT BUTLER DR	0.32	B	No facility; fills gap between facilities; LMI area
42		33 6.999	N, G	55 5.999	MOSS ST	TEXAS AV	FOSTER AV	0.09	B	No facility; LMI area
43		34 6.948	N	14 6.448	POPLAR ST 4	EISENHOWER ST	TURNER ST	0.14	B	No facility; LMI area
44		37 6.860	N	17 6.360	CAUDILL STREET	HOLLEMAN DR	GUNSMITH ST	0.37	A	No existing facility; LMI area
45		38 6.854	N	18 6.354	GUNSMITH STREET	TRIGGER ST	CAUDILL ST	0.09	A	No facility; LMI area
46		40 6.756	N	20 6.256	TRIGGER STREET	GUNSMITH ST	DEXTER DR S	0.12	A	No facility; LMI area
47		41 6.623	N, T, G	70 5.123	BRENTWOOD DRIVE EAST	BRENTWOOD DR E	BRENTWOOD DR (ACROSS TEXAS AVE S)	0.05	B, A	Fills gap between existing facilities on Brentwood Dr E between Dairy Queen and Aggieland Automotive; LMI area

Bicycle, Pedestrian, and Greenways Master Plan
Stand-Alone Sidewalk Projects
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Final 2024 Rank	BPG Board Priority Votes	Adjusted 2024 Rank & Score	Score Adjustments (+0.5 each): No Facility (N), Tfare (T), and Gap <= 0.1 miles (G)	Initial 2024 Rank & Score	Street	From	To	Miles	Sidewalk Zone	Notes
48		42 6.585	N	22 6.085	HAINES DRIVE	TAURUS AV	LANGFORD ST	0.27	A	No facility; fills gap between existing facilities; LMI area
49		43 6.509	N	24 6.009	WELLESLEY COURT	UNIVERSITY TOWN CENTER CONNECTOR	TARROW ST	0.15	B	No facility; fills gap between existing facilities
50		44d 6.500	T	25i 6.000	HOLLEMAN DRIVE 4	ARIZONA ST	WELLBORN RD	0.18	A	Existing facility on opposite side of street; fills gap between existing facilities; LMI area
51		44h 6.500	T	25p 6.000	WELSH AVENUE	HOLLEMAN DR	SWISS CT	0.15	A	Existing facility on opposite side of street; fills gap between existing facility out towards SH 6; LMI area
52		44b 6.500	N, T, G	77b 5.000	MERRY OAKS DRIVE	DOMINIK DR	MAGNOLIA DR	0.05	B	No facility; fills gap between existing facilities
53		44l 6.500	N	25u 6.000	DEXTER DRIVE SOUTH	LLANO PL	CONCHO PL	0.11	A	No facility; fills gap between existing facilities on Dexter Dr S; LMI area
54		44k 6.500	N	25t 6.000	GILCHRIST AVE EAST	FOSTER AV	PURYEAR DR	0.16	B	No facility; fills gap between facilities; LMI area
55		44a 6.500	G	25a 6.000	PURYEAR DRIVE	KYLE AV	DOMINIK DR	0.03	B	LMI area
56		44c 6.500	N	25g 6.000	PEDERNALES DRIVE	SAN BENITO DR	VAL VERDE DR	0.05	A	No facility; would shorten gap between facilities but not eliminate it; LMI area
57		44f 6.500	N	25k 6.000	SOUTHLAND STREET	ONEY HERVEY DR	WELLBORN RD	0.20	A	No facility; connects to Oney Hervey cul-de-sac; LMI area
58		44g 6.500	N	25o 6.000	GEORGIA STREET	HOLLEMAN DR	NEVADA ST	0.25	A	No facility; LMI area
59		44i 6.500	N	25r 6.000	VALLEY VIEW DRIVE	LONGMIRE DR	SOUTHWOOD DR	0.28	A	No facility; LMI area
60		44m 6.500	N	25v 6.000	PHOENIX STREET 1	680 FT NW OF NEVADA ST	NEVADA ST	0.13	A	No facility; LMI area
61		44o 6.500	N	25z 6.000	VAL VERDE DRIVE	RIO GRANDE BL	PEDERNALES DR	0.20	A	No facility; LMI area
62		44n 6.500	G	25y 6.000	COMAL TO ARBOLES CONNECTION	COMAL CIRCLE	ARBOLES CIRCLE	0.07	A	Connection between two cul-de-sacs; would require ROW acquisition
63		60 6.361	N, T	66 5.361	MANUEL DRIVE	CREST ST	CORNELL DR	0.26	B	No facility; LMI area
64		61 6.357	N	57 5.857	TODD TRAIL 1	LONGMIRE DR	BROTHERS BL	0.27	A	No facility; fills gap between existing facilities

Bicycle, Pedestrian, and Greenways Master Plan

Stand-Alone Sidewalk Projects

Prioritization February 2024

Final 2024 Rank	BPG Board Priority Votes	Adjusted 2024 Rank & Score	Score Adjustments (+0.5 each): No Facility (N), Tfare (T), and Gap <= 0.1 miles (G)	Initial 2024 Rank & Score	Street	From	To	Miles	Sidewalk Zone	Notes
65		65a 6.177		21 6.177	WALTON DR 2	TEXAS AVE S	WALTON DR	0.10	B	Existing facility present; this project is somewhat of a realignment/alternate route; LMI area
66		65b 6.177	N	60 5.677	EISENHOWER ST 3	180 FT SE OF COONER ST	COONER ST	0.03	B	No facility; would shorten gap between facilities but not eliminate it; LMI area
67		67 6.066	N, T	71 5.066	HOLLEMAN DRIVE WEST	WOODWAY DR	LEGACY LN	0.27	A	Existing facility on a portion of the opposite side of street; fills gap between existing facilities; LMI area
68		68 6.032	N	62 5.532	NIMITZ ST	415 FT SE OF COONER ST	COONER ST	0.08	B	No facility; would shorten gap between facilities but not eliminate it; LMI area
69		70 6.022	T, G	74 5.022	NAVARRO DRIVE	WELSH AV	PINTAIL LN	0.09	A	Existing facility on opposite side of street; fills gap between existing facilities; LMI area
LOW PRIORITY										
70		71g 6.000	N, G	77n 5.000	HEARTHSTONE CIRCLE	CHIMNEY HILL CR	TARROW ST	0.04	B	No facility; fills gap between existing facilities; LMI area
71		85a 5.500	N	77a 5.000	AUTUMN CIRCLE	TARROW ST	130 FT E OF TARROW ST	0.02	B	Fills gap between existing facility on Autumn Cr out to Tarrow St (which has no facility yet); LMI area
72		85c 5.500	N	77j 5.000	NORMAND DRIVE	DEACON DR	PONDEROSA DR	0.47	A	No facility
73		91d 5.000	T, G	93b 4.000	PONDEROSA DRIVE	SH 6 S FRONTAGE RD W	LONGMIRE DR	0.03	A	Existing facility on opposite side of street (but is not connected to anything else); fills gap between existing facilities
74		95 4.732	N, T	96 3.732	FOXFIRE DRIVE	SEBESTA RD.	CONCORD CR.	0.46	B	No facility; rural tfare context zone
75		97 4.500	T	93c 4.000	RAINTREE DRIVE	WILDERNESS DR N	FOREST OAKS DR	0.19	B	Existing facility on opposite side of street; would shorten gap between facilities but not eliminate it
76		98 4.082	G	98 3.582	WOODCREEK CONNECTOR	BROOKWATER CR.	SHADOWCREST DR	0.06	B	Fills gap between existing facility on Brookwater Cr and path into Woodcreek Park
77		99a 4.000	N, T	100a 3.000	SANDSTONE DRIVE	EMERALD PW	SEBESTA RD	0.12	B	No facility
78		101 3.503	N	99 3.003	SHADOWCREST DRIVE	TIMBER KNOLL DR	WOODCREEK DR	0.24	B	No facility; fills gap between facilities
79		71a 6.000	N, T	77d 5.000	DECATUR DRIVE	FRONT ROYAL DR.	PUBLIC ALLEY	0.17	C	No facility; fills gap between existing facilities on Decatur Dr

Bicycle, Pedestrian, and Greenways Master Plan

Stand-Alone Sidewalk Projects

Prioritization February 2024

Final 2024 Rank	BPG Board Priority Votes	Adjusted 2024 Rank & Score	Score Adjustments (+0.5 each): No Facility (N), Tfare (T), and Gap <= 0.1 miles (G)	Initial 2024 Rank & Score	Street	From	To	Miles	Sidewalk Zone	Notes
80		71c 6.000	N, T	77g 5.000	TARROW STREET EAST	TARROW ST	UNIVERSITY DR E	0.20	B	No facility; LMI area
81		71f 6.000	T, G	77i 5.000	DEACON DRIVE	DURANGO CT	FRATERNITY ROW	0.06	A	Existing facility on opposite side of street; fills gap between Fraternity Row and Durango St
82		71d 6.000	N, G	77h 5.000	RHETT BUTLER DRIVE	BAYOU WOODS DR	HARDWOOD LN	0.06	B	No facility
83		71b 6.000	T, G	77e 5.000	FM 2818 SERVICE ROAD 1	LONGMIRE DR	250 FT SW FROM LONGMIRE DR	0.05	A	Fills gap between Glo Premier Auto Spa and Longmire Dr; adjacent to funded shared use path project with TxDOT
84		71e 6.000	T, G	77k 5.000	FM 2818 SERVICE ROAD	HILLTOP DR.	500FT SW OF LONGMIRE DR.	0.09	A	Fills gap between Hilltop Dr and the end of Post Office property line; adjacent to funded shared use path project with TxDOT
85		78 5.969	N	63 5.469	MACARTHUR ST 1	UNIVERSITY DR E	COONER ST	0.13	B	No facility; LMI area
86		79 5.891	N	65 5.391	COONER STREET 2	260 FT NE OF MACARTHUR ST	END OF COONER ST	0.05	B	No facility; would shorten gap between facilities but not eliminate it; LMI area
87		80 5.799	T	67 5.299	UNIVERSITY OAKS BLVD 1	TARA CT	MERRY OAKS DR	0.04	B	Existing facility on opposite side of street; fills gap between existing facility out towards SH 6
88		81 5.739	N	68 5.239	ARGUELLO DRIVE	CHIMNEY HILL DR	TARROW ST	0.11	B	No facility; LMI area
89		82 5.553	N	72 5.053	AIRLINE DRIVE	SOUTHWOOD DR	SHENANDOAH DR	0.20	A	
90		83 5.507	N	75 5.007	BAYOU WOODS DRIVE	RHETT BUTLER DR.	HARDWOOD LN.	0.17	B	Fills gap between existing facilities on Bayou Woods Dr
91		84 5.506	N	76 5.006	WOODWAY DRIVE	WOODSMAN DR	HOLLEMAN DR W	0.03	A	No facility; would shorten gap between facilities but not eliminate it; LMI area
92		85d 5.500	G	77m 5.000	FRATERNITY ROW 1	FM 2154	FRATERNITY ROW PARKING LOT ENTRANCE	0.02	A	Fills gap between existing sidewalk and Wellborn Rd
93		85b 5.500	N	77i 5.000	SHADY DRIVE	FOREST DR	FRANCIS DR	0.15	B	No facility; fills gap between facilities
94		89 5.471	N, T	91 4.471	GATEWAY BLVD	LAKEWAY DR	SH 6	0.20	D	No facility
95		90 5.272	N, T	92 4.272	SOUTHERN PLANTATION DRIVE	SH 6 S	STONY CREEK LN	0.46	C	No facility; stubbed out to SH 6

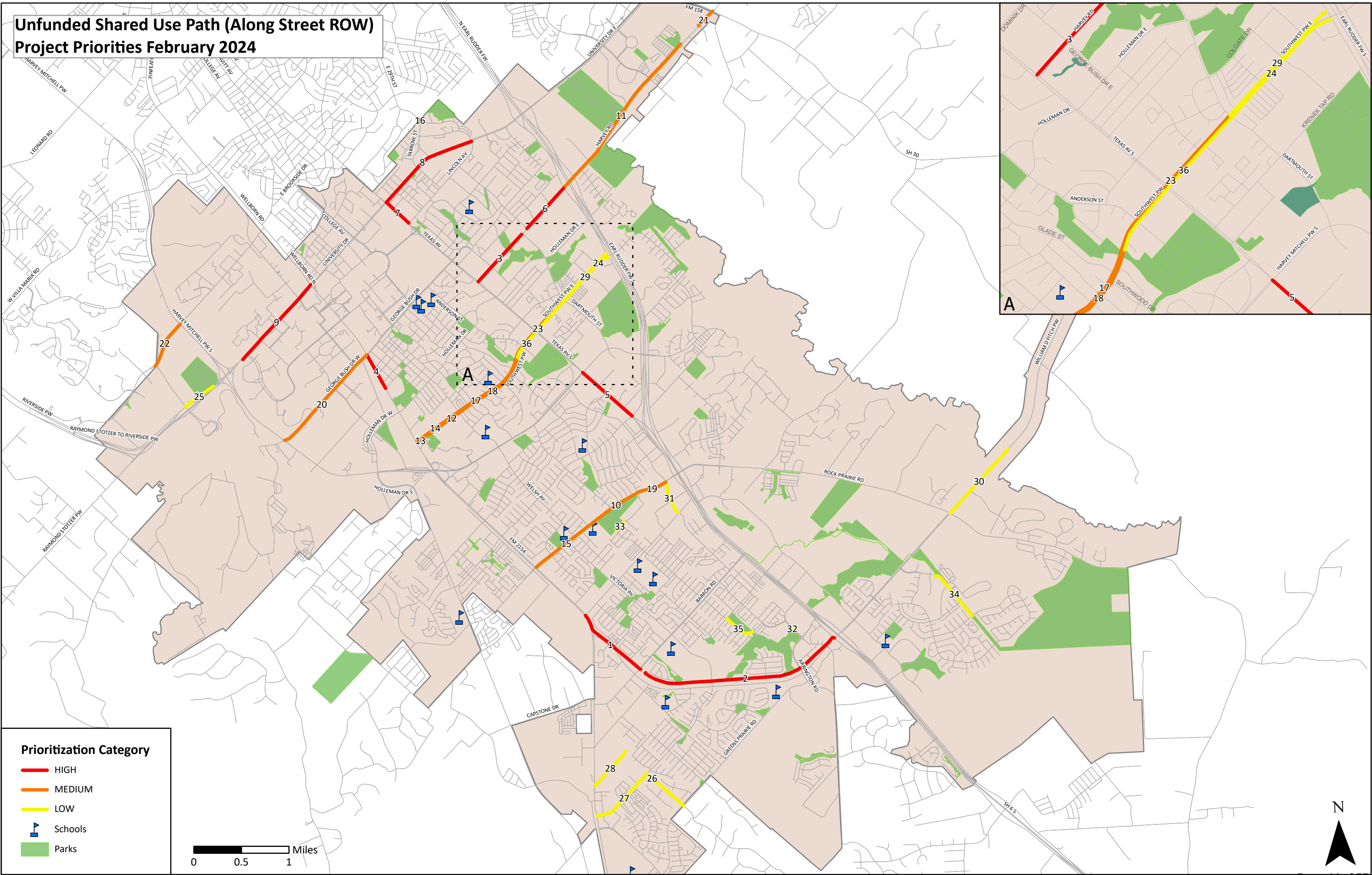
Bicycle, Pedestrian, and Greenways Master Plan

Stand-Alone Sidewalk Projects

Prioritization February 2024

Final 2024 Rank	BPG Board Priority Votes	Adjusted 2024 Rank & Score	Score Adjustments (+0.5 each): No Facility (N), Tfare (T), and Gap <= 0.1 miles (G)	Initial 2024 Rank & Score	Street	From	To	Miles	Sidewalk Zone	Notes
96		91a 5.000		77c 5.000	JANE ST 1	135 FT SE OF COONER ST	COONER ST	0.03	B	Existing facility on opposite side of street; fills gap between existing facilities; LMI area
97		91b 5.000		77f 5.000	FRATERNITY ROW	DEACON DR	FRATERNITY ROW CORNER	0.11	A	Existing facility on opposite side of street; fills gap between existing facilities
98		91c 5.000	N, G	93a 4.000	WILDERNESS DRIVE NORTH	BUTLER RIDGE DR	RAINTREE DR	0.08	B	No facility; fills gap between existing facilities
99		96 4.631	N, T	97 3.631	GREAT OAKS DRIVE	ARBOLEDA DR	ROCK PRAIRIE RD W	0.76	C, A	No facility; LMI area
100		99b 4.000	N, T	100b 3.000	ARBOLEDA DRIVE	QUAIL RUN	GREAT OAKS DR	0.33	A	No facility; LMI area

Unfunded Shared Use Path (Along Street ROW)
Project Priorities February 2024



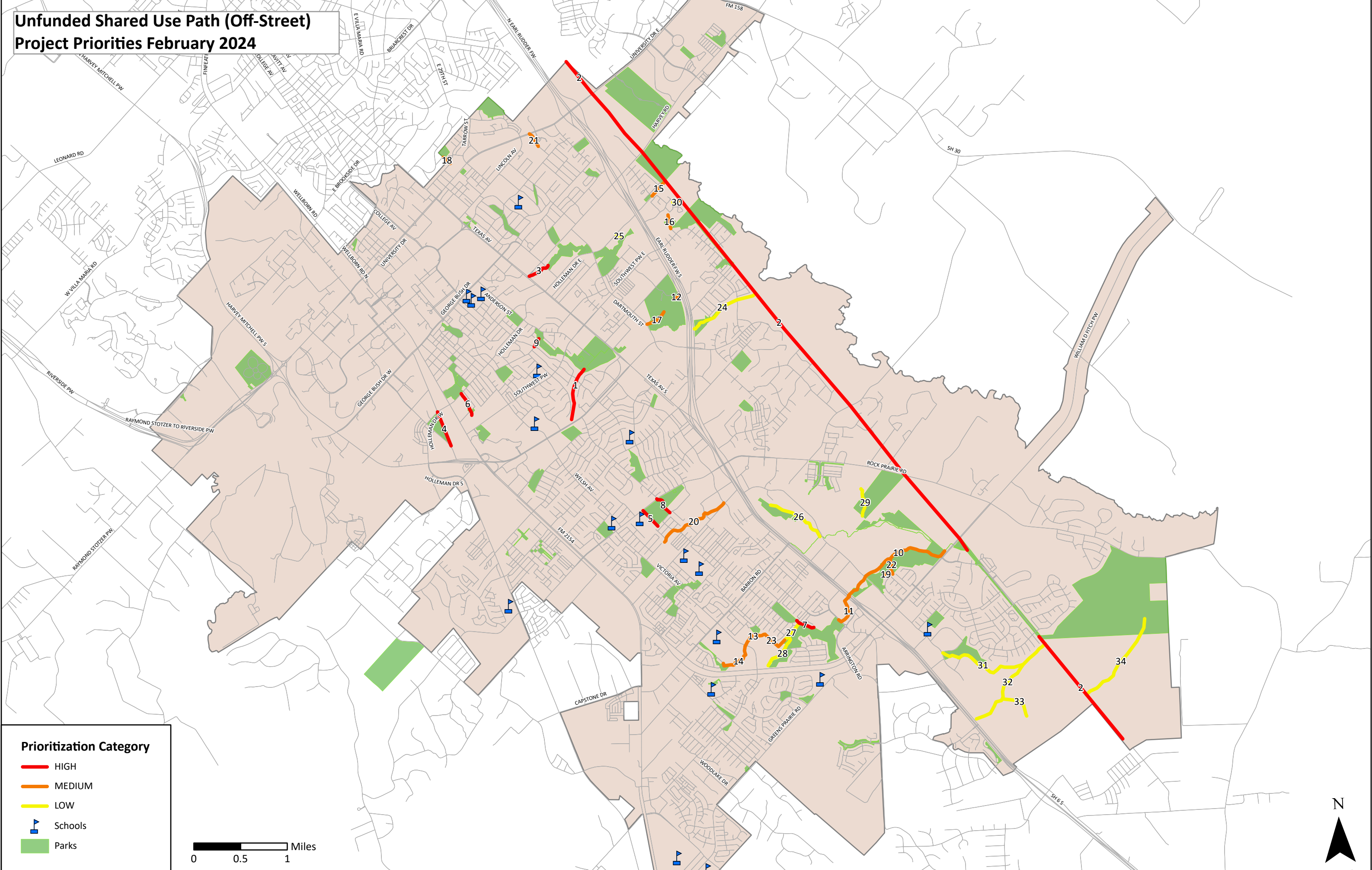
Bicycle, Pedestrian, and Greenways Master Plan
Stand-Alone Shared Use Path Projects: Along Street ROW
Prioritization February 2024

Final 2024 Rank	BPG Board Priority	Adjusted 2024 Rank & Score	Score Adjustments (+1.0 each): No Sidewalk (N); On Major Arterial/Highway (H)	Initial 2024 Rank & Score	Street	From	To	Miles	Sidewalk Zone	Notes
HIGH PRIORITY										
1		6 8.000	N, H	15b 6.000	WILLIAM D. FITCH PARKWAY 1	BARRON RD	GRAHAM RD	0.82	C	No existing bike/ped facilities along roadway; LMI area
2		9 7.551	N, H	22 5.551	WILLIAM D. FITCH PARKWAY 1A	SH 6	BARRON RD	2.17	C	No existing bike/ped facilities along roadway
3		1 9.420	N, H	5 7.420	HARVEY ROAD WEST 1	TEXAS AVE	DARTMOUTH ST	0.67	B	North side of street, construction funding available through MPO; existing sidewalk along south side of street; LMI area
4		3 9.057	N, H	6 7.057	WELLBORN ROAD 1	GEORGE BUSH DR	LUTHER ST	0.40	A	Portion near George Bush Dr to be constructed w/ Bush/Wellborn grade separation project; LMI area
5		7 7.943	N, H	17 5.943	TEXAS AVENUE	HARVEY MITCHELL PKWY	DEACON DR	0.69	B	No existing bike/ped facilities along roadway; LMI area
6		4 9.000	N, H	7b 7.000	HARVEY ROAD WEST 2	MUNSON AVE	SH 6	0.57	B	North side of street, funding available through MPO; existing sidewalk along south side of street; LMI area
7		2 9.124	H	1 8.124	TEXAS AVE	LINCOLN AVE	UNIVERSITY DR E	0.32	B	East side of street; would replace existing sidewalk; LMI area
8		5 8.427	H	4 7.427	UNIVERSITY DRIVE EAST	TEXAS AVE	LINCOLN AVE	1.13	B	South side of street, would replace existing sidewalk; LMI area
9		8 7.575	H	11 6.575	RAYMOND STOTZER PARKWAY 2	WELLBORN RD	HARVEY MITCHELL PKWY	1.06	A	Would replace existing sidewalk; LMI area
MEDIUM PRIORITY										
10		13 7.172	H	14 6.172	ROCK PRAIRIE ROAD 2	BRIAN BACHMANN CONNECTOR 2	NORMAND DR	0.52	C	South side of street, would replace existing sidewalk
11		14a 7.000	N, H	25f 5.000	HARVEY ROAD EAST 1	SUMMIT CROSSING LANE	SH 6	1.47	B	
12		14d 7.000		7c 7.000	SOUTHWEST PKWY SOUTHSIDE 2	SOUTHWEST PARK	WELSH AVE	0.40	A	Would replace existing sidewalk; LMI area
13		10 7.467		2 7.467	SOUTHWEST PKWY SOUTHSIDE 5	WELLBORN RD	SOUTHWEST PARK	0.10	A	Would replace existing sidewalk; LMI area
14		11 7.454		3 7.454	SOUTHWEST PKWY NORTHSIDE 3	WELLBORN RD	WELSH AVE	0.54	A	Would replace existing sidewalk; LMI area
15		12 7.308	H	13 6.308	ROCK PRAIRIE ROAD 3	WELLBORN RD	BRIAN BACHMANN PARK CONNECTOR 2	0.80	C	South side of street, would replace existing sidewalk
16		14b 7.000	N	15a 6.000	TARROW STREET	AUTUMN CIRCLE	BRYAN CITY LIMIT	0.03	B	City of Bryan has designed extension along 29th Street; LMI area
17		14c 7.000		7a 7.000	SOUTHWEST PKWY NORTHSIDE 1	WELSH AVE	BEE CREEK TRAIL	0.83	A	Would replace existing sidewalk; LMI area

Bicycle, Pedestrian, and Greenways Master Plan
Stand-Alone Shared Use Path Projects: Along Street ROW
Prioritization February 2024

Final 2024 Rank	BPG Board Priority	Adjusted 2024 Rank & Score	Score Adjustments (+1.0 each): No Sidewalk (N); On Major Arterial/Highway (H)	Initial 2024 Rank & Score	Street	From	To	Miles	Sidewalk Zone	Notes
18		18 6.869		10 6.869	SOUTHWEST PKWY SOUTHSIDE 3	WELSH AVE	BEE CREEK TRAIL	0.84	A	Would replace existing sidewalk; LMI area
19		20 6.713	H	19 5.713	ROCK PRAIRIE ROAD 1	NORMAND DR	LONGMIRE DR	0.32	C	South side of street, would replace existing sidewalk
20		19 6.731	H	18 5.731	GEORGE BUSH DRIVE	HARVEY MITCHELL PKWY	WELLBORN RD	1.25	A	North side of street, would replace existing sidewalk; LMI area
21		21 6.649	N, H	32 4.649	HARVEY ROAD EAST 2	FM 158	ASCEND LANE	0.70	B	LMI area
22		22 6.617	N	20 5.617	F&B	HARVEY MITCHELL PKWY	TURKEY CREEK RD	0.52	A	
23		23 6.507		12 6.507	SOUTHWEST PKWY NORTHSIDE 4	BEE CREEK TRAIL	DARTMOUTH ST	0.82	B, A	Would replace existing sidewalk; LMI area
LOW PRIORITY										
24		29 5.485		23 5.485	SOUTHWEST PKWY SOUTHSIDE 4	DARTMOUTH ST	SH 6	0.65	B	Would replace existing sidewalk; LMI area
25		24 6.052	N, H	35 4.052	RAYMOND STOTZER PARKWAY 1	HARVEY MITCHELL PKWY	TURKEY CREEK RD	0.36	A	
26		25 6.000	N	25e 5.000	WOODLAKE DR	VICTORIA AVE	GREENS PRARIE RD	0.52	C	
27		26 5.660	N	31 4.660	VICTORIA AVE	WELLBORN RD	WOODLAKE DR	0.71	C	
28		27 5.632	N	33 4.632	MCCULLOUGH RD	WELLBORN RD	BREWSTER DR EXTENSION	0.48	C	
29		28 5.607		21 5.607	SOUTHWEST PKWY NORTHSIDE 2	DARTMOUTH ST	SH 6	0.66	B	Would replace existing sidewalk; LMI area
30		30 5.290	N, H	36 3.290	WILLIAM D. FITCH PARKWAY 2	ROCK PRAIRIE RD	CARTER'S CREEK	0.91	D, B	
31		31 5.098		24 5.098	LONGMIRE DRIVE	ROCK PRAIRIE RD	GRAHAM RD	0.35	C	Would be upgrade to existing bike lane and sidewalk
32		32b 5.000		25c 5.000	SPRING CREEK 3	SOCO APTS	SPRING CREEK 2	0.08	C	Along Arrington Rd; would replace existing sidewalk
33		32a 5.000		25a 5.000	ARNOLD ROAD	BRIAN BACHMANN PARK CONNECTOR 1	ARNOLD RD TRAIL	0.12	C	Along edge of Brian Bachman Park, Arnold Road ROW
34		32c 5.000		25d 5.000	PEBBLE CREEK PARKWAY	LICK CREEK TRAIL	ROYAL ADELADE DR	0.59	D	Along Pebble Creek Pkwy; would replace existing sidewalk
35		32d 5.000		25b 5.000	ALEXANDRIA AVENUE	SOUTHERN PLANTATION DR	SPRING CREEK 4	0.33	C	Path along Southern Oaks Park & Alexandria Ave; connects to future Spring Creek trails
36		36 4.328		34 4.328	SOUTHWEST PKWY SOUTHSIDE 1	BEE CREEK TRAIL	DARTMOUTH ST	0.82	B, A	Would replace existing sidewalk; LMI area

Unfunded Shared Use Path (Off-Street)
Project Priorities February 2024



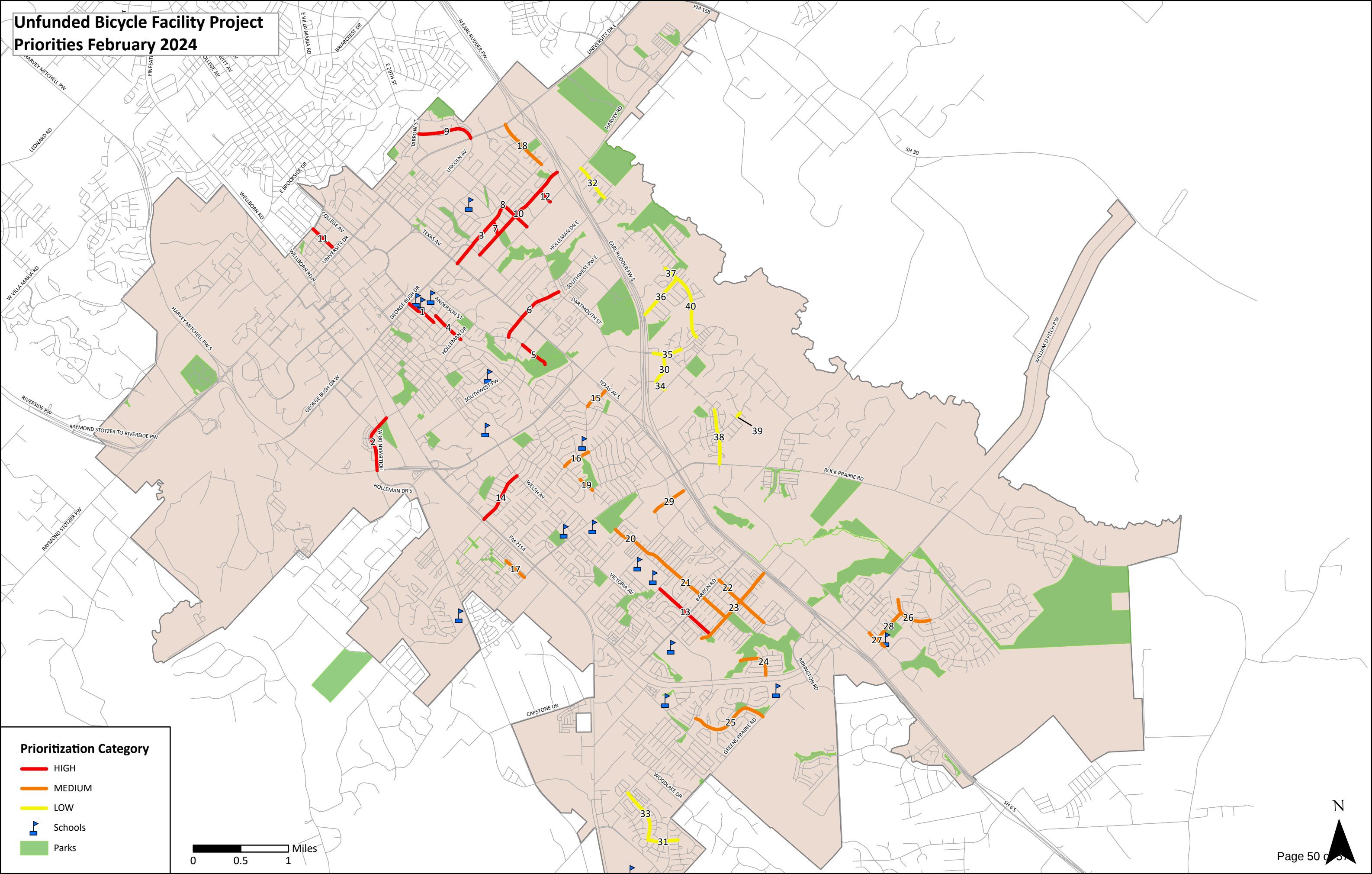
Bicycle, Pedestrian, and Greenways Master Plan
Stand-Alone Shared Use Path Projects: Off-Street Paths
Prioritization February 2024

Final 2024 Rank	BPG Board Priority Votes	Adjusted 2024 Rank & Score	Score Adjustments (+1.0 each): Existing Facilities Connection (F); City-Owned Property/Easement (P)	Initial 2024 Rank & Score	Street	From	To	Miles	Sidewalk Zone	Notes
HIGH PRIORITY										
1	\	2 8.240	F, P	6 6.240	BEE CREEK 2	HARVEY MITCHELL PKWY	BEE CREEK PARK	0.57	A	Path likely accomodated with existing City property and parkland; LMI area
2	\	29 4.810	F	33 3.810	GULF STATES UTILITY EASEMENT 1	BRYAN CITY LIMIT	SOUTHERN POINT PKWY	8.18	D, B	Consists of length of Gulf States trail in City limits
3		3 8.161	F	1 7.161	WOLF PEN CREEK	GEORGE BUSH DR E	TEXAS AVE	0.24	B	Requires acquisition of access easements; LMI area
4		1 9.000	F, P	2b 7.000	JOHN CROMPTON PARK CONNECTOR	HOLLEMAN DR W	JONES BUTLER RD	0.39	A	Crosses existing City park property; LMI area
5		4 8.129	F, P	5 6.129	BRIAN BACHMANN PARK CONNECTOR 2	ROCK PRAIRIE RD	ARNOLD RD TRAIL	0.23	C	Crosses existing City park property
6		5c 8.000	F	2c 7.000	BEE CREEK TRIB B	HOLLEMAN DR	SOUTHLAND ST	0.26	A	Requires acquisition of access easements; LMI area
7		8 7.030	F, P	16 5.030	SPRING CREEK 4	BRIDGEWATER DR	SOCO APTS	0.21	C	TPWD grant application to be submitted this year
8		5b 8.000	F, P	7b 6.000	BRIAN BACHMANN PARK CONNECTOR 1	ROCK PRAIRIE RD	ARNOLD RD	0.23	C, A	Crosses existing City park property
9		5a 8.000	F	2a 7.000	LEMON TREE PARK CONNECTOR	GLADE ST	LEMON TREE PARK TRAIL	0.10	A	Requires acquisition of access easements; LMI area
MEDIUM PRIORITY										
10		9b 7.000	F, P	17d 5.000	SPRING CREEK 1	SH 6	LICK CREEK TRAIL	1.29	C, D	Located on property owned by City
11		9c 7.000	F, P	17f 5.000	SPRING CREEK 2	SH 6 S	ARRINGTON RD	0.37	C	Existing 30' wide public access easement
12		9e 7.000	P	7e 6.000	STEPHEN C. BEACHY CENTRAL PARK CONNECTOR	SH 6	CENTRAL PARK	0.08	B	Located on property owned by City; connects to future path to be constructed as part of TxDOT SH 6 project; LMI area
13		15 6.966	F	13 5.966	SPRING CREEK 7	REATTIA MEADOWS PARK	VICTORIA AVE	0.28	C	Requires acquisition of access easements
14		16 6.783	F	14 5.783	SPRING CREEK 8	VICTORIA AVE	SONOMA PARK	0.42	C	Requires acquisition of access easements
15		18d 6.000	P	17h 5.000	SWITCH STATION ROAD CONNECTOR	APPOMATTOX DR	GULF STATES TRAIL	0.21	B	
16		18e 6.000		7f 6.000	APPOMATTOX DRIVE CONNECTOR	HORSE HAVEN LN	APPOMATTOX DR	0.15	B	
17		9a 7.000	F, P	17c 5.000	BEE CREEK TRIB 3	DARTMOUTH ST	CENTRAL PARK	0.23	B	Located on property owned by City; LMI area

Bicycle, Pedestrian, and Greenways Master Plan
Stand-Alone Shared Use Path Projects: Off-Street Paths
Prioritization February 2024

Final 2024 Rank	BPG Board Priority Votes	Adjusted 2024 Rank & Score	Score Adjustments (+1.0 each): Existing Facilities Connection (F); City-Owned Property/Easement (P)	Initial 2024 Rank & Score	Street	From	To	Miles	Sidewalk Zone	Notes
18		9d 7.000	F	7c 6.000	BILLY MADELY PARK TRL 1	COONER ST	BILLY MADELY PARK	0.10	B	Requires acquisition of access easements, provides access to City park currently only accessible from City of Bryan; LMI area
19		9f 7.000	P	7d 6.000	SPRING CREEK WOODLAND HILLS CONNECTOR	WOODLAND HILLS PARK	SPRING CREEK CONNECTOR	0.09	D	
20		17 6.707	F	15 5.707	LICK CREEK 1	LONGMIRE DR	HIBISCUS ST ROW TRAIL	0.84	C	
21		18a 6.000		7a 6.000	UNIVERSITY DRIVE CONNECTOR	UNIVERSITY DR E	SHADY DR	0.17	B	Requires acquisition of access easements; LMI area
22		18b 6.000	P	17a 5.000	SPRING CREEK CONNECTOR	SPRING MEADOWS SUBDIVISION	SPRING CREEK TRAIL 1	0.18	D	
23		18c 6.000	F	17b 5.000	SPRING CREEK 6	REATA MEADOWS PARK	BRIDGEWATER DR	0.29	C	
LOW PRIORITY										
24	I	31 4.504		29 4.504	BEE CREEK 1	SH 6	GULF STATES TRAIL	0.79	B	
25		23 5.964	F	26 4.964	WOLF PEN CREEK CONNECTOR	POST OAK MALL	WOLF PEN CREEK TRAIL	0.08	B	Requires acquisition of access easements; LMI area
26		24 5.591	F	28 4.591	LICK CREEK 2	HUNTINGTON APTS	LICK CREEK TRAIL	0.66	D	
27		25a 5.000		17e 5.000	SPRING CREEK 5	SOUTHERN OAKS PARK	SPRING CREEK 6	0.24	C	Located on City park/greenway
28		25b 5.000		17g 5.000	SPRING CREEK TRIB 7	WILLIAM D FITCH PKWY	SPRING CREEK 6	0.43	C	To be constructed by private development
29		25d 5.000	F	30c 4.000	LICK CREEK TRIB 10	MIDTOWN RESERVE SUBDIVISION	LICK CREEK TRIB 11 1	0.31	D	
30		25c 5.000		17i 5.000	GULF STATES UTILITY EASEMENT CONNECTOR	HORSE HAVEN SUBDIVISION	GULF STATES TRAIL	0.09	B	
31		30 4.712		27 4.712	ALUM CREEK TRIB 1	LAKEWAY DR	ALUM CREEK TRAIL	0.99	D	
32		32b 4.000		30b 4.000	ALUM CREEK	SH 6	PEBBLE CREEK PKWY EXTENSION	1.16	D	
33		32a 4.000		30a 4.000	ALUM CREEK TRIB 4	NANTUCKET DR EXTENSION	ALUM CREEK TRAIL	0.37	D	
34		34 3.000		34 3.000	ALUM CREEK TRIB 2	LICK CREEK PARK	PEBBLE CREEK PKWY EXTENSION	1.07	D	

Unfunded Bicycle Facility Project
Priorities February 2024



Bicycle, Pedestrian, and Greenways Master Plan
Stand-Alone Bicycle Facility/Bike Lane Projects
Prioritization February 2024

Final 2024 Rank	BPG Board Priority Votes	2024 Initial Rank & Score	Street	From	To	Miles	Street Classification	Speed Limit	Notes
HIGH PRIORITY									
1	\	6a 7.000	TIMBER ST	GEORGE BUSH DR	PARK PL	0.33	Minor Collector	30	Partially within School Zone (Oakwood Intermediate Elementary/ College View High School); connects to existing bike lane on George Bush
2		5 7.058	HOLLEMAN DR WEST	MARION PUGH DR	HARVEY MITCHELL PKWY S	0.62	Minor Collector	35	Bike route currently; fills gap between existing bike lane and shared use path
3		2 7.685	DOMINIK DR	TEXAS AVE S	MUNSON AVE	0.79	Major Collector	35	Fills gap between existing bike lane on George Bush and bike route on Munson; sidewalk on one side (south)
4		6b 7.000	GLADE ST 2	PARK PL	HOLLEMAN DR	0.36	Minor Collector	30	Bike route currently; sidewalk on one side (west)
5		10 6.440	ANDERSON ST	SOUTHWEST PKWY	BEE CREEK	0.32	Local	30	Fills gap between existing bike lane on Anderson and shared use path in Bee Creek Park
6		11 6.379	BRENTWOOD DRIVE	DARTMOUTH ST	ANDERSON ST	0.74	Major Collector	30	Fills gap between existing bike lanes on Dartmouth and Anderson; sidewalks on both sides (most of segment)
7		1 8.000	STALLINGS DR 1	DOMINIK DR	UNIVERSITY OAKS BLVD	0.15	Minor Collector	30	Sidewalk on one side (west)
8		9 6.937	MUNSON AVE	GILCHRIST AVE	HARVEY RD	0.36	Minor Collector	30	Bike route currently; sidewalk on one side (west, most of segment); fills gap between existing shared use path on Harvey and bike route on Gilchrist
9		12 6.348	SPRING LOOP	TARROW ST	UNIVERSITY DR E	0.60	Major Collector	35	Bike route currently; sidewalks on both sides
10		4 7.169	UNIVERSITY OAKS BLVD	GEORGE BUSH DR S	SH 6 FRONTAGE RD W	1.19	Minor Collector	30	Incomplete sidewalk network/intermittent gaps
11		3 7.260	NAGLE ST	INLOW BLVD	CHURCH AVE	0.28	Minor Collector	25	Bike route currently; incomplete sidewalk network/significant gaps
12		8 6.974	SCARLETT OHARA DR	UNIVERSITY OAKS BLVD	HARVEY RD	0.16	Minor Collector	30	Does not connect to any existing bike/ped facilities
13		13 6.008	NEWPORT LN	EAGLE AVE	SOUTHERN PLANTATION DR	0.72	Minor Collector	30	Sidewalks on both sides; connects to existing bike lanes on Eagle and Barron
14		14 6.003	NAVARRO DR	WELLBORN RD	WELSH AVE	0.58	Minor Collector	30	Sidewalks on both sides; connects to existing bike lane on Welsh
MEDIUM PRIORITY									
15		15a 6.000	BROTHERS BLVD	TEXAS AVE S	LONGMIRE DR	0.25	Minor Collector	30	Sidewalk on one side (north)
16		15b 6.000	DEACON DR 1	RIO GRANDE BLVD	BROTHERS BLVD	0.30	Minor Collector	35	Partially within School Zone (Southwood Valley Elementary); fills gap between existing bike lanes on Rio Grande and Deacon; sidewalks on both sides
17		15c 6.000	GENERAL PARKWAY 2	140 FT NW OF CAPPS DR	ROCK PRARIE RD W	0.26	Minor Collector	30	Fills gap between existing bike lanes on Rock Prairie and General Parkway; sidewalks on both sides
18		15d 6.000	GLENHAVEN DR	UNIVERSITY DR E	DOMINIK DR	0.57	Major Collector	30	Fills gap between existing shared use path on University and bike route on Dominik; sidewalks on both sides

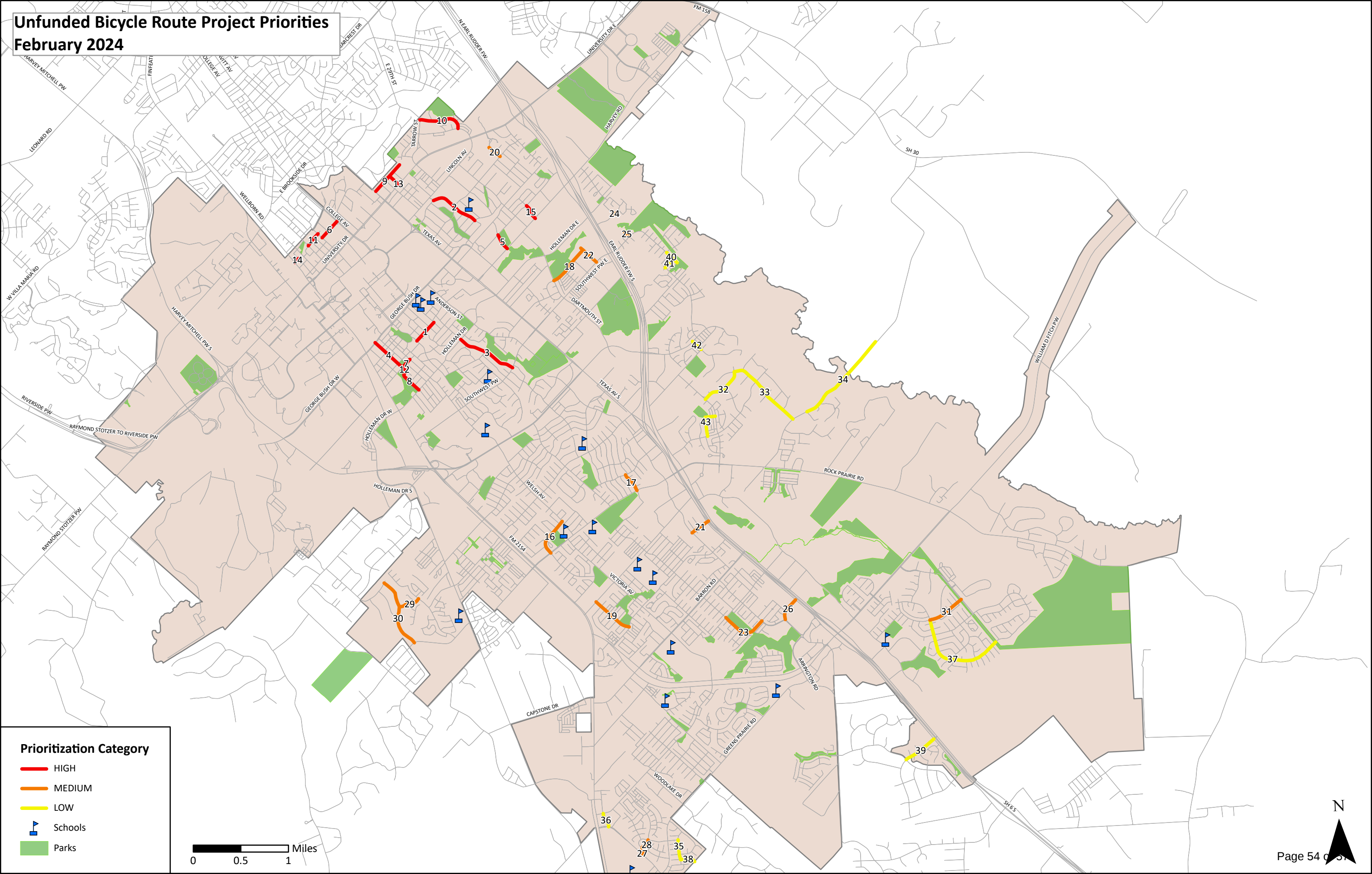
Bicycle, Pedestrian, and Greenways Master Plan
Stand-Alone Bicycle Facility/Bike Lane Projects
Prioritization February 2024

Final 2024 Rank	BPG Board Priority Votes	2024 Initial Rank & Score	Street	From	To	Miles	Street Classification	Speed Limit	Notes
19		15e 6.000	RIO GRANDE BLVD	80 FT SE OF GAIL PL	PONDEROSA DR	0.17	Major Collector	35	Fills gap between existing bike lanes on Rio Grande; sidewalks on both sides
20		15f 6.000	SCHAFER ROAD	160 FT NW OF BOUGAINVILLEA ST	GRAHAM RD	0.38	Minor Collector	35	Fills gap between existing bike lane/shared use path on Arnold and bike lane on Eagle
21		21 5.987	ALEXANDRIA AVE	GRAHAM RD	SOUTHERN PLANTATION DR	1.12	Minor Collector	30	Sidewalks on both sides
22		22 5.529	DECATUR DR	BARRON RD	150 FT SE OF ALEXANDRIA AVE	0.65	Major Collector	30	Fills gap between existing bike lanes on Barron and Decatur
23		23 5.458	SOUTHERN PLANTATION DR 2	SAN MAR DR	SH 6 FRONTAGE RD W	0.96	Minor Collector	30	Terminates at SH 6 (without crossing opportunity) and dead-end (street to be projected with future development)
24		24 5.298	CASTLE ROCK PW 1	630 FT W OF ROCKY CREEK TR	50 FT N OF WILLIAM D FITCH PKWY	0.41	Minor Collector	30	Sidewalks on both sides; terminates at dead-end
25		25 5.201	CASTLEGATE DR	VICTORIA AVE	GREENS PRARIE RD	0.86	Minor Collector	30	Shared use path on one side (north); connects to existing bike on Victoria
26		26 5.125	SPEARMAN DR 2	150 FT N OF FORE CT	ST ANDREWS DR	0.47	Minor Collector	30	Sidewalks on both sides
27		27 5.082	LAKEWAY DR 2	AGATE DR	VENTURE DR	0.22	Major Collector	35	Bike route currently; sidewalks on both sides
28		28 5.015	PARKVIEW DR	LAKEWAY DR	SPEARMAN DR	0.38	Minor Collector	30	Partially within School Zone (Pebble Creek Elementary); sidewalks on both sides
29		29 5.013	BIRMINGHAM RD	NORMAND DR	SH 6 FRONTAGE RD W	0.37	Minor Collector	30	Sidewalks on both sides (most the length of the segment); recurring truck/trailer parking
LOW PRIORITY									
30		30a 5.000	CORSAIR DR	EMERALD PKWY	PAVILION AVE	0.32	Minor Collector	30	Sidewalks on both sides
31		30b 5.000	CREEK MEADOW BLVD 2	CREEK MEADOW BLVD N	COTTONWOOD CREEK LN	0.32	Minor Collector	30	Sidewalks on both sides
32		30c 5.000	APPOMATTOX DR 1	HARVEY RD	SWITCH STATION RD	0.40	Minor Collector	30	Sidewalks on both sides; connects to bike lanes between Horse Shoe and Switch Station
33		30d 5.000	CREEK MEADOW BLVD 1	VICTORIA AVE	CREEK MEADOW BLVD N	0.58	Minor Collector	30	Sidewalks on both sides
34		30e 5.000	PAVILION AV 1	CORSAIR DR	SEBESTA RD	0.12	Minor Collector	30	Sidewalks on both sides; connects to existing bike lane on Sebesta
35		35 4.955	EMERALD PKWY	290 FT E OF SH 6	ROSEWOOD DR	0.30	Major Collector / Minor Arterial	35	Bike route currently; sidewalks on both sides
36		36 4.409	NORTH FOREST PKWY 1	SH 6 FRONTAGE RD E	APPOMATTOX DR	0.50	Minor Collector	35	Sidewalks on both sides; terminates at SH 6 (without crossing opportunity)

Bicycle, Pedestrian, and Greenways Master Plan
Stand-Alone Bicycle Facility/Bike Lane Projects
Prioritization February 2024

Final 2024 Rank	BPG Board Priority Votes	2024 Initial Rank & Score	Street	From	To	Miles	Street Classification	Speed Limit	Notes
37		37a 4.000	APPOMATTOX DR 4	PALM CT	NORTH FOREST PKWY	0.17	Minor Collector	30	Sidewalks on both sides
38		37b 4.000	STONEBROOK DR	CONCORD CIR	ROCK PRARIE RD	0.57	Minor Collector	30	Sidewalk on one side (west)
39		37c 4.000	WOODCREEK DR	WHITNEY LN	FONTAINE DR	0.05	Minor Collector	30	Fills gap (small/~265') between existing bike route and bike lane on Woodcreek
40		37d 4.000	APPOMATTOX DR 5	NORTH FOREST PKWY	EMERALD PKWY	0.68	Minor Collector	30	Sidewalk on one side (east); terminates at dead-end (street to be projected with future development)

Unfunded Bicycle Route Project Priorities
February 2024



Prioritization Category

- HIGH
- MEDIUM
- LOW
- Schools
- Parks

0 0.5 1 Miles

Bicycle, Pedestrian, and Greenways Master Plan
Stand-Alone Bike Route Projects
Prioritization February 2024

Final 2024 Rank	BPG Board Priority Votes	2024 Initial Rank & Score	Street	From	To	Miles	Street Classification	Speed Limit	Notes
HIGH PRIORITY									
1		1 7.126	PARK PLACE 2	DEXTER DR	TIMBER ST	0.26	Local	30	Connects to existing bike route on Dexter
2		4h 7.000	WALTON DR	NUNN ST	GILCHRIST AVE	0.52	Minor Collector / Local	30	Fills gap between existing bike lanes on Walton and bike route on Gilchrist
3		4d 7.000	GLADE ST 1	HOLLEMAN DR	SOUTHWEST PKWY	0.63	Minor Collector	30	Sidewalk on one side (west); connects to existing bike lanes on Holleman
4		2 7.034	MONTCLAIR AVENUE 1	GEORGE BUSH DR	LUTHER ST	0.39	Local	30	Connects to existing bike lanes on George Bush
5		3 7.006	STALLINGS DR 2	UNIVERSITY OAKS BLVD	HARVEY RD	0.17	Minor Collector	30	Connects to midblock crossing on Harvey to Wolf Pen Creek Trail; abuts Oaks Park
6		4b 7.000	CROSS ST	NAGLE ST	COLLEGE AVE	0.23	Minor Collector	40	Connects to existing bike route on Nagle; sidewalks on both sides (one side only on half of segment)
7		4e 7.000	LUTHER ST	MONTCLAIR AVE	WELSH AVE	0.11	Local	30	Sidewalk on one side (south); connects to existing bike route on Welsh
8		4c 7.000	ELEANOR STREET	MONTCLAIR AVE	HOLLEMAN DR	0.27	Local	30	Incomplete sidewalk on one side (west); connects to existing bike lanes on Holleman; abuts WA Tarrow Park and the Lincoln Recreation Center
9		14 7.000	COONER ST	TEXAS AVE	END OF COONER ST	0.37	Local	30	Connects to funded shared use path on Texas; incomplete sidewalk network/intermittent gaps
10		15 7.000	AUTUMN CIRCLE	TARROW ST	SPRING LO	0.47	Local	30	Sidewalk on one side (south)
11		4a 7.000	CHERRY ST	COLLEGE MAIN ST	NAGLE ST	0.16	Minor Collector	25	Fills gap between existing bike lanes on College Main and bike route on Nagle; sidewalks on both sides
12		4f 7.000	MONTCLAIR AVENUE 2	LUTHER ST	ELEANOR ST	0.06	Local	30	Abuts WA Tarrow Park
13		4g 7.000	NIMITZ ST	UNIVERSITY DR E	COONER ST	0.13	Local	30	Incomplete sidewalk on one side (west)
14		12 7.000	MAPLE AV	FIRST ST	WELLBORN RD	0.06	Minor Collector	30	Sidewalks on both sides; half of the street is currently closed for construction staging
15		13 7.000	RHETT BUTLER DR	UNIVERSITY OAKS BLVD	HARVEY RD	0.17	Local	30	Sidewalk on one side (west)
MEDIUM PRIORITY									
16		16c 6.000	EDELWEISS AVE	WELSH AVE	ROCK PRARIE RD	0.41	Minor Collector	30	Partially within School Zone (Rock Prairie Elementary); connects to existing bike lanes on Welsh; sidewalks on both sides; abuts Jack & Dorothy Miller Park
17		16d 6.000	NORMAND DRIVE 2	PONDEROSA DR	ROCK PRAIRIE RD	0.21	Minor Collector	30	Fills gap between existing bike route on Ponderosa and bike lane on Normand; siderwalk on one side (east)

Bicycle, Pedestrian, and Greenways Master Plan
Stand-Alone Bike Route Projects
Prioritization February 2024

Final 2024 Rank	BPG Board Priority Votes	2024 Initial Rank & Score	Street	From	To	Miles	Street Classification	Speed Limit	Notes
18		16a 6.000	COLGATE DR	DARTMOUTH ST	EASTMARK DR	0.45	Minor Collector / Local	30	Fills gap between bike lanes on Dartmouth and Central Park Lane; abuts Wolf Pen Creek Park
19		16b 6.000	BRANDENBURG LANE	EAGLE AVE	GRAHAM RD	0.44	Minor Collector	30	Fills gap between existing bike lanes on Graham and Eagle; sidewalks on both sides
20		16e 6.000	SHADY DR	END OF SHADY DR	FRANCIS DR	0.15	Local	30	Connects to existing bike route on Francis; terminates at dead end (with projection to future shared use path)
21		21 5.700	BRIDLE GATE DR	LONGMIRE DR	SH 6 FRONTAGE RD W	0.21	Minor Collector	30	Sidewalks on both sides; connects to existing bike lanes on Longmire; terminates at SH 6 (w/o crossing)
22		22 5.647	EASTMARK DRIVE	START OF EASTMARK DR	SOUTHWEST PKWY E	0.22	Local	30	Sidewalks on both sides; connects to shared use path in Wolf Pen Creek Park
23		23 5.063	ALEXANDRIA AVE 1	SOUTHERN PLANTATION DR	DECATUR DR	0.49	Minor Collector	30	Sidewalks on both sides; connects to existing bike lanes on Decatur; abuts Southern Oaks Park
24		24a 5.000	HORSEHAVEN LN	APPOMATTOX DR	HORSEBACK DR	0.04	Local	30	Fills gap between existing bike lane on Appomattox and shared use path on Horse Haven; sidewalks on both sides
25		24b 5.000	APPOMATTOX DR 3	END OF APPOMATTOX DR	RAINTREE DR	0.08	Local	30	Sidewalk on one side (west); terminates at dead end (with projection to future shared use path)
26		24c 5.000	ARRINGTON RD 2	DECATUR DR	SH 6 FRONTAGE RD W	0.25	Major Collector	35	Sidewalks on both sides; connects to existing bike lanes on Decatur and Arrington; terminates at SH 6 (w/o crossing)
27		24d 5.000	BACKWATER LN	CREEK MEADOW BLVD N	ROYDER RD	0.08	Local	30	Sidewalk on one side (west); connects to existing bike lanes on Royder Rd
28		24e 5.000	CREEK MEADOW BLVD 3	BACK WATER RD	CREEK MEADOW BLVD N	0.11	Local	30	Sidewalks on both sides
29		24f 5.000	MISSION RANCH DR	GREAT OAKS DR	FEATHER RUN	0.23	Local	30	Partially within rural fare context zone
30		24g 5.000	GREAT OAKS DR	ARBOLEDA DR	ROCK PRARIE RD W	0.76	Local	30	Rural fare context zone
31		24h 5.000	SPEARMAN DR	ST ANDREWS DR	PEBBLE CREEK PKWY	0.40	Minor Collector	30	Connects to existing bike lanes on Pebble Creek; sidewalks on both sides
LOW PRIORITY									
32		36a 4.000	FOXFIRE DR 2	STONEBROOK DR	FROST DR	0.46	Minor Collector	30	Rural fare context zone
33		42 3.153	FROST DR	FOXFIRE DR	BIRD POND RD	0.83	Minor Collector	30	Rural fare context zone
34		43 2.459	BIRD POND RD 2	BIRD POND RD	STRAND LN	1.04	Local	40	Partially within the ETJ; rural fare context zone
35		32 4.894	COTTONWOOD CREEK LN	CREEK MEADOW BLVD N	WILD CREEK CT	0.21	Local	30	Sidewalks on both sides; laydown curb along street

Bicycle, Pedestrian, and Greenways Master Plan
Stand-Alone Bike Route Projects
Prioritization February 2024

Final 2024 Rank	BPG Board Priority Votes	2024 Initial Rank & Score	Street	From	To	Miles	Street Classification	Speed Limit	Notes
36		33 4.840	OLD ROYDER RD	ROYDER RD	VICTORIA AVE	0.16	Local	30	Connects to existing bike lanes on Royder; abuts Wellborn Community Center
37		34 4.766	ST ANDREWS DR	SPEARMAN DR	PEBBLE CREEK PKWY	1.05	Minor Collector	30	Connects to existing shared use path on Pebble Creek and into Lick Creek Park; sidewalks on both sides
38		35 4.441	WILD CREEK CT	COTTONWOOD CREEK LN	END OF WILD CREEK CT	0.16	Local	30	Sidewalks on both sides
39		36b 4.000	NANTUCKET DR	HARPER'S FERRY RD	SH 6 FRONTAGE RD W	0.36	Local	30	Rural tfare context zone; terminates at SH 6 (with future extension to the east projected)
40		36c 4.000	RAINTREE DRIVE 1	WILDERNESS DR S	FOREST OAKS DR	0.15	Minor Collector	30	Connects to existing bike routes on Wilderness and Dexter; abuts Carter's Crossing Park
41		36d 4.000	RAINTREE DRIVE 2	APPOMATTOX DR	FOREST OAKS DR	0.13	Minor Collector	30	Sidewalks on both sides
42		36e 4.000	SANDSTONE DR	EMERALD PKWY	SEBESTA RD	0.12	Minor Collector	30	Connects to existing bike lanes on Emerald
43		36f 4.000	SHADWOCREST DR	STONEBROOK DR	WOODCREEK DR	0.31	Local	30	Abuts Woodcreek Park